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OFFICIAL PLAN REVIEW

PHASE III

CONSULTATION DOCUMENTATION

FORMAL SUBMISSIONS IN RESPONSE TO THE DRAFT OFFICIAL PLAN, MAY, 1987

Volume B
Submissions 53 to 95
Pages 310 to 635

Regional Municipality of Ottawa-Carleton

May, 1988

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Pages 310 to 635

List of Submissions Received to Date -- in order received
(Table of Contents)* i

List of Submissions Received -- in order of submitter type v

List of Submissions Received -- in alphabetical order by author ix

Sub-List by Client Name -- alphabetically xiii

Submissions (for this volume)

*Full lists are provided in each volume, even though each volume contains only some of the submissions.

Regional Municipality of Ottawa-Carleton

May, 1988

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED TO DATE - IN ORDER RECEIVED
88/04/18

Volume A

NO.	Submitter	Page
1	Ontario Ministry of Education	1
2	Minister of Public Works (Canada)	2
3	National Capital Commission	3
4	Ontario Ministry of Transportation and Communications	4
5	Mr. David Makow	6
6	Mrs. Barbara McGee	8
7	Ministry of Community and Social Service	9
8	City of Kanata	11
9	Mr. M.J. O'Connor	12
10	Mr. John K. Murphy	15
11	Mr. Reginald Faulkner	20
12	Welch's Applehill Farm	22
13	Mississippi Valley Conservation Authority	22
14	Environment Canada	25
15	Mr. Algirdas Povilonis	36
16	Ontario Ministry of Natural Resources	37
17	Canterbury Community Association	38
18	Citizens for Safe Cycling	41
19	Mr. Max Bacon	52
20	Tartan Group Inc.	54
21	Mr. Allan R. Gregory	55
22	Mrssrs Allan R. Gregory & Paul M. Laughton	63
23	Low, Murchison (for Mr. and Mrs. Eldon Craig)	74
24	Churchill Area Residents' Association	82
25	Westboro Community Association	92
26	Lambert McCarthy	99
27	Proctor and Redfern (for Jockvale Realty)	101
28	Ottawa East Community Association	103
29	City of Kanata	108
30	Soloway, Wright, et. al. (for John Steenbakkers)	123
31	Proctor & Redfern Group (for Taysham Investors)	133
32	Proctor & Redfern Group (for Mrssrs. Davidson et.al)	196
33	Proctor & Redfern Group (for Mrssrs. Bradley et.al)	220
34	Mr. Alan Rackow, P.Eng.	223
35	Soloway, Wright, et. al. (for Arnon Development Corp.)	224
36	Soloway, Wright, et. al. (for Steenbakkers)	225
37	Soloway, Wright, et. al. (for Del Corporation)	235
38	M.M. Dillon Ltd. (for Shenkman Corporation)	235
39	Ontario Ministry of Agriculture and Food	255
40	Soloway, Wright et.al. (for Ivanhoe Inc.)	260
41	Soloway, Wright et.al. (for Trilea Centres Inc.)	261
42	Kimmel, Victor & Ages (for Tanglewood Ottawa Ltd.)	263
43	City of Gloucester	271
44	Kingdon Holdings Limited	284
45	Tartan Group Inc.	285
46	Soloway, Wright et.al. (for Campeau Corporation)	287
47	Mr. Brian Arbuckle	289
48	Landowners of Lots 10-15, Con. I,Huntley	291
49	Ontario Hydro	296
50	Ontario Ministry of Housing	298
51	City of Nepean	299
52	Mr. Bob Avery & Mrs. Ghislaine Brunet	307

Volume B

NO.	Submitter	Page
53	City of Vanier	310
54	Equity Management International Limited (for J. Freedman)	318
55	W.J. Bell & Son Construction Ltd.	320
56	Mr. Ralph Spratt	322
57	Environment Canada Parks	323
58	Ottawa Fedestrian Citizens Committee	326
59	Mr. Ken Hubert	339
60	Environment Blackburn	340

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED TO DATE - IN ORDER RECEIVED
88/04/18

Volume B - (cont'd)

NO.	Submitter	Page
61	Township of Osgoode	380
62	Ontario Ministry of the Environment Southeast Region	381
63	Soloway, Wright et.al. (for Campeau Corporation)	388
64	Mr. Burritt Collins	389
65	Minto Construction Limited	390
66	Federation of Citizens Associations	394
67	Cedarlane Estates	396
68	511376 Ontario Limited	402
69	Ottawa-Carleton Homebuilders Association	411
70	Cummings Cockburn Limited (for Richcraft Homes)	434
71	Marion Seymour, Consultant (for the Bradley Family)	447
72	Marion Seymour, Consultant	460
73	City of Nepean	462
74	Township of Goulbourn	480
75	Perley-Robertson, Panet, et.al. (for Terrace Investments)	491
76	Cummings Cockburn Limited (for Elsett Realty)	493
77	Carleton Condominium Corporation #11	500
78	Churchill Area Residents' Association	503
79	Carlingwood Action Committee	505
80	Mr. John Teevens	513
81	Orleans South Community Association	518
82	New Edinburgh Community Association	522
83	Glabar Park Community Association	530
84	Ridgeview Community Association	532
85	Proctor & Redfern Group (for Taysham Investors Inc.)	536
86	Ontario Institute of Agrologists - Ottawa Valley Branch	542
87	Township of Cumberland	547
88	Tanglewood Ottawa Limited (for) Murray & Murray, Griffin	564
89	Rideau Front Property Owners	578
90	Dr. R. Sinha	588
91	Action Alta Vista Parkway	590
92	West Carleton Ratepayers Association	600
93	Taxpayers Association of Ottawa-Carleton	608
94	Bell, Baker (for Fine's Flowers Ltd.)	619
95	Soloway, Wright et.al. (for Campeau Corporation)	621

Volume C

NO.	Submitter	Page
96	Ontario Ministry of Municipal Affairs	636
97	Transport Canada Airport Authority Group	643
98	Hampton-Iona Community Group	644
99	Proctor & Redfern Group (for M. Holitzner Limited)	646
100	Tartan Development Corporation	648
101	Mrs. Barbara McGee	662
102	Mr. Allan R. Gregory	666
103	Ontario Ministry of Municipal Affairs	667
104	Winter Buchanan Associates (for Edward Coates)	668
105	Marion Seymour, Consultant	670
106	Ontario Ministry of Citizenship and Culture - Heritage Br.	673
107	Ontario Ministry of Housing	675
108	Mr. Bob Avery & Mrs. Ghislaine Brunet	676
109	Carlingwood Action Committee	704
110	Mrs. Helen Johansen	710
111	Limebank Holdings	714
112	Soloway, Wright, et. al. (for Famlit Investments et.al.)	714
113	Soloway, Wright, et. al. (for Gib Patterson)	715
114	Soloway, Wright, et. al. (for Cave Investments)	718
115	Soloway, Wright, et. al. (for Arnon Development Corp.)	720
116	Ontario Ministry of Natural Resources	722
117	Ms. Bueno	723
118	Mme. Monique Riese	732
119	Perley-Robertson, Panet, et.al.	733
120	Mr. Barry Wellar, PhD, MCIP	735

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED TO DATE - IN ORDER RECEIVED
88/04/18

Volume C (cont'd.)

NO.	Submitter	Page
121	Queenswood Heights Community Association	739
122	Mr. W.P. McKinley	742
123	Consumers Gas	744
124	Ottawa-Carleton Home Builders' Association	745
125	National Capital Commission	783
126	Ottawa Federation of Housing Cooperatives, Inc.	787
127	Highland Park Ratepayers' Association	795
128	Ms. Marey Gregory	798
129	R.A.M.P.	799
130	Council of Women of Ottawa and Area	800
131	J.L. Richards & Associates Ltd. (for Central Canada Ex.)	801
132	Ms. L. Westell	802
133	Vanier Parkway Extension Committee	803
134	Township of West Carleton	804
135	Mr. Howard Maguire	813
136	Scott & Aylen (for Gloucester Equestrian Centre Ltd.)	815
137	Mr. & Mrs. F.D. Lute	833
138	Colleen Findlay	834
139	City of Vanier	835
140	Mrs. Lillian Hobbs	838
141	Gowling & Henderson (for Ottawa Uplands Limited)	840
142	Minister of Public Works	844
143	J.L. Richards and Associates Limited (for Central Can. Ex.)	848
144	Council of Women of Ottawa and Area	851
145	Ottawa Health Sciences Center Inc.	854
146	Ministry of Northern Development and Mines	869
147	Kingdon Holdings Limited	870
148	City of Gloucester	871
149	Taxpayers Association of Ottawa-Carleton	873
150	CP Rail	875
151	Ministry of Municipal Affairs	877
152	Novatech Engineering Consultants Ltd. (for Del Corp.)	878
153	Alta Vista Drive Residents' Association	879
154	Township of Rideau	881
155	Carlingwood Community Association	887
156	Ottawa-Carleton Home Builders' Association	888
157	Lithwick Bros.	890
158	Transport Canada	891
159	Minto Construction Limited	892
160	Township of Osgoode	893
161	Residents near Carlingwood Shopping Ctr.	900
162	City of Ottawa	919

Volume D

NO.	Submitter	Page
163	Township of Goulbourn	940
164	Ministry of Government Services Realty Group	942
165	City of Ottawa	943
166	Township of Osgoode	944
167	Ali-Kantti-Woodman Architects	945
168	Barrhaven Community Association	953
169	Woodroffe North Community Association	954
170	Residents near Carlingwood Shopping Ctr.	956

Volume E

NO.	Submitter	Page
171	Various residents of 810 Edgeworth	1313
172	Mr. A.E. Kenyon	1314
173	Mrs. Jean Hearnden	1316
174	Mr. Howard O. Polk	1318
175	Wood Park Community Association	1319
176	Canterbury Community Association	1446
177	Ottawa East Community Association President	1450
178	Mr. Bill Fairbairn	1461
179	Mr. & Mrs. Adelle & Charles Slegtenhorst	1462
180	M. Yves Lemay	1463

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED TO DATE - IN ORDER RECEIVED
88/04/18

Volume E (cont'd.)

NO.	Submitter	Page
181	Ms. Sheila Ascroft	1464
182	C. Epplett	1465
183	Ms. Eleanor Stanfield	1466
184	P.L. Mason	1467
185	Ms. Ann Croll	1470
186	Ms. Lynn Smyth	1471
187	Mr. Barry H. Gillespie	1472
188	Rosebery Residents' Committee Inc.	1473
189	Mr. Gordon E. Pallant	1478
190	Mr. Wilbert Paul	1479
191	Fallingbrook Community Association	1480
192	Mr. N.B. Ballantyne	1481
193	Ms. Barbara J. Fisher	1484
194	Centretown Citizens' Community Association	1487
195	Mr. Jean-Robert Brisson	1493
196	Ms. Virginia Carver	1493
197	Mrs. C.W. Hawkins	1493
198	Mrs. Lisa Lemay	1493
199	Ms. Sheila Ascroft	1493
200	Mr. Arthur Bousquet	1493
201	Mr. R. Manhire	1493
202	Dr. Ch. Amberg	1493
203	Mrs. Gene McNiven	1493
204	Mr. Chris Epplett	1493
205	Mr. & Mrs. D. Webster	1493
206	Miss Ann Claener	1493
207	Civic Hospital Area Homeowners Association	1494
208	South Ottawa Transportation Committee	1495
209	Glebe Community Association	1497
210	Mr. Ernest Plante	1500
211	Glabar Park Community Association	1501
212	Dr. Linda A. Morse	1503
213	Dr. Linda A. Morse	1504
214	Copeland Park Community Association	1505
215	Copeland Park Community Association	1506
216	Mr. Al W. Johnson	1508
217	Carlington Community Association	1512
218	Rosebery Residents' Committee Inc.	1513
219	Cumming Cockburn Ltd. (for C.M.H.C.)	1515
220	Mr. William G. Nelson	1517
221	Mr. & Mrs. Jean Miquelon	1523
222	J.G. Sutherland	1524
223	Mrs. Marjorie Black	1525
224	Mme. Rachel M. Manning	1527
225	Janet MacAdam	1528
226	Don & Pierrette Hooper	1529
227	Ms. Maureen Cassidy	1530
228	Mrs. Alixe Carter	1531
229	J.N. Siddons	1532
230	Mr. & Mrs. Meyer and Janie Burstein	1533
231	Ms. Pam Facchin	1534

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED — IN ORDER OF SUBMITTER TYPE
88/04/18

NO.	Submitter	V.	Page
	AGENCIES--FEDERAL		
219	Cumming Cockburn Ltd. (for C.M.H.C.)	E	1515
57	Environment Canada Parks	B	323
14	Environment Canada	A	25
142	Minister of Public Works	C	844
2	Minister of Public Works (Canada)	A	2
3	National Capital Commission	A	3
125	National Capital Commission	C	783
97	Transport Canada Airport Authority Group	C	643
158	Transport Canada	C	891
	AGENCIES - LOCAL		
131	J.L. Richards & Associates Ltd. (for Central Canada Exhibi	C	801
143	J.L. Richards and Associates Limited (for Central Can. Exh	C	848
13	Mississippi Valley Conservation Authority	A	22
145	Ottawa Health Sciences Center Inc.	C	854
	AGENCIES -- ONTARIO		
39	Ministry of Agriculture and Food	A	255
106	Ministry of Citizenship and Culture - Heritage Br.	C	673
7	Ministry of Community and Social Service	A	9
1	Ministry of Education	A	1
164	Ministry of Government Services Realty Group	D	942
107	Ministry of Housing	C	675
50	Ministry of Housing	A	298
151	Ministry of Municipal Affairs	C	877
103	Ministry of Municipal Affairs	C	667
96	Ministry of Municipal Affairs	C	636
16	Ministry of Natural Resources	A	37
116	Ministry of Natural Resources	C	722
146	Ministry of Northern Development and Mines	C	869
4	Ministry of Transportation and Communications	A	4
62	Ministry of the Environment Southeast Region	B	381
	COMMUNITY ASSOCIATIONS		
52	Mr. Bob Avery & Mrs. Ghislaine Brunet	A	307
91	Action Alta Vista Parkway	B	590
153	Alta Vista Drive Residents' Association	C	879
168	Barrhaven Community Association	D	953
17	Canterbury Community Association	A	38
176	Canterbury Community Association	E	1446
77	Carleton Condominium Corporation #11	B	500
217	Carlington Community Association	E	1512
109	Carlingwood Action Committee	C	704
79	Carlingwood Action Committee	B	505
155	Carlingwood Community Association	C	887
194	Centretown Citizens' Community Association	E	1487
78	Churchill Area Residents' Association	B	503
24	Churchill Area Residents' Association	A	82
18	Citizens for Safe Cycling	A	41
207	Civic Hospital Area Homeowners Association	E	1494
215	Copeland Park Community Association	E	1506
214	Copeland Park Community Association	E	1505
144	Council of Women of Ottawa and Area	C	851
130	Council of Women of Ottawa and Area	C	800
60	Environment Blackburn	B	340
191	Fallingbrook Community Association	E	1480
66	Federation of Citizens Associations	B	394
83	Glabar Park Community Association	B	530
211	Glabar Park Community Association	E	1501
209	Glebe Community Association	E	1497
98	Hampton-Iona Community Group	C	644
127	Highland Park Ratepayers' Association	C	795
48	Landowners of Lots 10-15, Con. I,Huntley	A	291
82	New Edinburgh Community Association	B	522
86	Ontario Institute of Agrologists - Ottawa Valley Branch	B	542

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED — IN ORDER OF SUBMITTER TYPE
88/04/18

COMMUNITY ASSOCIATIONS - (cont'd)

NO.	Submitter	V.	Page
81	Orleans South Community Association	B	518
28	Ottawa East Community Association	A	103
177	Ottawa East Community Association President	E	1450
126	Ottawa Federation of Housing Cooperatives, Inc.	C	787
58	Ottawa Pedestrian Citizens Committee	B	326
121	Queenswood Heights Community Association	C	739
129	R.A.M.P.	C	799
161	Residents near Carlingwood Shopping Ctr.	C	900
170	Residents near Carlingwood Shopping Ctr.	D	956
89	Rideau Front Property Owners	B	578
84	Ridgeview Community Association	B	532
188	Rosebery Residents' Committee Inc.	E	1473
218	Rosebery Residents' Committee Inc.	E	1513
208	South Ottawa Transportation Committee	E	1495
149	Taxpayers Association of Ottawa-Carleton	C	873
93	Taxpayers Association of Ottawa-Carleton	B	608
133	Vanier Parkway Extension Committee	C	803
171	Various residents of 810 Edgeworth	E	1313
175	Wood Park Community Association	E	1319
92	West Carleton Ratepayers Association	B	600
25	Westboro Community Association	A	92
169	Woodroffe Nort Community Association	D	954

DEVELOPMENT INTERESTS

NO.	Submitter	V.	Page
68	511376 Ontario Limited	B	402
167	Ali-Kantti-Woodman Architects	D	945
94	Bell, Baker (for Fine's Flowers Ltd.)	B	619
67	Cedarlane Estates	B	396
76	Cummings Cockburn Limited (for Elsett Realty)	B	493
70	Cummings Cockburn Limited (for Richcraft Homes)	B	434
54	Equity Management International Limited (for J. Freedman In Trust)	B	318
141	Gowling & Henderson (for Ottawa Uplands Limited)	C	840
42	Kimmel, Victor & Ages (for Tanglewood Ottawa Ltd.)	A	263
44	Kingdon Holdings Limited	A	284
147	Kingdon Holdings Limited	C	870
111	Limebank Holdings	C	714
157	Lithwick Bros.	C	890
23	Low, Murchison (for Mr. and Mrs. Eldon Craig)	A	74
38	M.M. Dillon Ltd. (for Shenkman Corporation)	A	235
105	Marion Seymour, Consultant (for Sandra E. Watson)	C	670
71	Marion Seymour, Consultant (for the Bradley Family)	B	447
65	Minto Construction Limited	B	390
159	Minto Construction Limited	C	892
152	Novatech Engineering Consultants Ltd. (for Del Corporation	C	878
124	Ottawa-Carleton Home Builders' Association	C	745
156	Ottawa-Carleton Home Builders' Association	C	888
69	Ottawa-Carleton Homebuilders Association	B	411
75	Perley-Robertson, Panet, et.al. (for Terrace Investments)	B	491
119	Perley-Robertson, Panet, et.al.	C	733
32	Proctor & Redfern Group (for Mrssrs. Davidson et.al)	A	196
33	Proctor & Redfern Group (for Mrssrs. Bradley et.al)	A	220
99	Proctor & Redfern Group (for M. Holitzner Limited)	C	646
31	Proctor & Redfern Group (for Taysham Investors)	A	133
85	Proctor & Redfern Group (for Taysham Investors Inc.)	B	536
27	Proctor and Redfern (for Jockvale Realty)	A	101
136	Scott & Aylen (for Gloucester Equestrian Centre Ltd.)	C	815
41	Soloway, Wright et.al. (for Trilea Centres Inc.)	A	261
95	Soloway, Wright et.al. (for Campeau Corporation)	B	621
40	Soloway, Wright et.al. (for Ivanhoe Inc.)	A	260
46	Soloway, Wright et.al. (for Campeau Corporation)	A	287
63	Soloway, Wright et.al. (for Campeau Corporation)	B	388
35	Soloway, Wright, et. al. (for Arnon Development Corp.)	A	224
36	Soloway, Wright, et. al. (for Steenbakkers)	A	225
37	Soloway, Wright, et. al. (for Del Corporation)	A	235
30	Soloway, Wright, et. al. (for John Steenbakkers)	A	123
115	Soloway, Wright, et. al. (for Arnon Development Corporation)	C	720

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED -- IN ORDER OF SUBMITTER TYPE
88/04/18

DEVELOPMENT INTERESTS (cont'd.)

NO.	Submitter	V.	Page
114	Soloway, Wright, et. al. (for Cave Investments)	C	718
113	Soloway, Wright, et. al. (for Gib Patterson)	C	715
112	Soloway, Wright, et. al. (for Famlit Investments et.al.)	C	714
88	Tanglewood Ottawa Limited (for) Murray & Murray, Griffin	B	564
100	Tartan Development Corporation	C	648
20	Tartan Group Inc.	A	54
45	Tartan Group Inc.	A	285
55	W.J. Bell & Son Construction Ltd.	B	320
12	Welch's Applehill Farm	A	22
104	Winter Buchanan Associates (for Edward Coates)	C	668

INDIVIDUALS

202	Dr. Ch. Amberg	E	1493
47	Mr. Brian Arbuckle	A	289
199	Ms. Sheila Ascroft	E	1493
181	Ms. Sheila Ascroft	E	1464
19	Mr. Max Bacon	A	52
192	Mr. N.B. Ballantyne	E	1481
223	Mrs. Marjorie Black	E	1525
200	Mr. Arthur Bousquet	E	1493
195	Mr. Jean-Robert Brisson	E	1493
117	Ms. Bueno	C	723
230	Mr. & Mrs. Meyer and Janie Burstein	E	1533
228	Mrs. Alixe Carter	E	1531
196	Ms. Virginia Carver	E	1493
227	Ms. Maureen Cassidy	E	1530
206	Miss Ann Claener	E	1493
64	Mr. Burritt Collins	B	389
185	Ms. Ann Croll	E	1470
204	Mr. Chris Epplett	E	1493
182	C. Epplett	E	1465
231	Ms. Pam Facchin	E	1534
178	Mr. Bill Fairbairn	E	1461
11	Mr. Reginald Faulkner	A	20
138	Colleen Findlay	C	834
193	Ms. Barbara J. Fisher	E	1484
108	Mr. Bob Avery & Mrs. Ghislaine Brunet	C	676
187	Mr. Barry H. Gillespie	E	1472
128	Ms. Marey Gregory	C	798
102	Mr. Allan R. Gregory	C	666
21	Mr. Allan R. Gregory	A	55
22	Mrssrs. Allan R. Gregory & Paul M. Laughton	A	63
197	Mrs. C.W. Hawkins	E	1493
173	Mrs. Jean Hearnden	E	1316
140	Mrs. Lillian Hobbs	C	838
226	Don & Pierrette Hooper	E	1529
59	Mr. Ken Hubert	B	339
110	Mrs. Helen Johansen	C	710
216	Mr. Al W. Johnson	E	1508
172	Mr. A.E. Kenyon	E	1314
198	Mrs. Lisa Lemay	E	1493
180	M. Yves Lemay	E	1463
137	Mr. & Mrs. F.D. Lute	C	833
225	Janet MadAdam	E	1528
135	Mr. Howard Maguire	C	813
5	Mr. David Makow	A	6
201	Mr. R. Manhire	E	1493
224	Mme. Rachel M. Manning	E	1527
184	P.L. Mason	E	1467
26	Lambert McCarthy	A	99
101	Mrs. Barbara McGee	C	662
6	Mrs. Barbara McGee	A	8
122	Mr. W.P. McKinley	C	742
203	Mrs. Gene McNiven	E	1493
221	Mr. & Mrs. Jean Miquelon	E	1523
213	Dr. Linda A. Morse	E	1504
212	Dr. Linda A. Morse	E	1503

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED -- IN ORDER OF SUBMITTER TYPE
88/04/18

NO.	Submitter	V.	Page
	INDIVIDUALS - (cont'd.)		
10	Mr. John K. Murphy	A	15
220	Mr. William G. Nelson	E	1517
9	Mr. M.J. O'Connor	A	12
189	Mr. Gordon E. Pallant	E	1478
190	Mr. Wilbert Paul	E	1479
210	Mr. Ernest Plante	E	1500
174	Mr. Howard O. Polk	E	1318
15	Mr. Algirdas Povilonis	A	36
34	Mr. Alan Rackow, P.Eng.	A	223
118	Mme. Monique Riese	C	732
72	Marion Seymour, Consultant	B	460
229	J.N. Siddons	E	1532
90	Dr. R. Sinha	B	588
179	Mr. & Mrs. Adelle & Charles Slegtenhorst	E	1462
186	Ms. Lynn Smyth	E	1471
56	Mr. Ralph Spratt	B	322
183	Ms. Eleanor Stanfield	E	1466
222	J.G. Sutherland	E	1524
80	Mr. John Teevens	B	513
205	Mr. & Mrs. D. Webster	E	1493
120	Mr. Barry Wellar, PhD, MCIP	C	735
132	Ms. L. Westell	C	802
	MUNICIPALITIES		
43	City of Gloucester	A	271
148	City of Gloucester	C	871
29	City of Kanata	A	108
8	City of Kanata	A	11
73	City of Nepean	B	462
51	City of Nepean	A	299
165	City of Ottawa	D	943
162	City of Ottawa	C	919
53	City of Vanier	B	310
139	City of Vanier	C	835
87	Township of Cumberland	B	547
74	Township of Goulbourn	B	480
163	Township of Goulbourn	D	940
160	Township of Osgoode	C	893
166	Township of Osgoode	D	944
61	Township of Osgoode	B	380
154	Township of Rideau	C	881
134	Township of West Carleton	C	804
	UTILITIES		
150	CP Rail	C	875
123	Consumers Gas	C	744
49	Ontario Hydro	A	296

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED -- IN ALPHABETICAL ORDER BY AUTHOR
88/04/18

NO.	Author	V.	Page
202	Dr. Ch. Amberg	E	1493
47	Mr. Brian Arbuckle	A	289
181	Ms. Sheila Ascroft	E	1464
199	Ms. Sheila Ascroft	E	1493
52	Mr. Bob Avery & Mrs. Ghislaine Brunet	A	307
108	Mr. Bob Avery & Mrs. Ghislaine Brunet	C	676
19	Mr. Max Bacon	A	52
192	Mr. N.B. Ballantyne	E	1481
223	Mrs. Marjorie Black	E	1525
200	Mr. Arthur Bousquet	E	1493
195	Mr. Jean-Robert Brisson	E	1493
117	Ms. Bueno	C	723
230	Mr.&Mrs. Meyer and Janie Burstein	E	1533
228	Mrs. Alixe Carter	E	1531
196	Ms. Virginia Carver	E	1493
227	Ms. Maureen Cassidy	E	1530
206	Miss Ann Claener	E	1493
64	Mr. Burritt Collins	B	389
185	Ms. Ann Croll	E	1470
182	C. Epplett	E	1465
204	Mr. Chris Epplett	E	1493
231	Ms. Pam Facchin	E	1534
178	Mr. Bill Fairbairn	E	1461
11	Mr. Reginald Faulkner	A	20
138	Colleen Findlay	C	834
193	Ms. Barbara J. Fisher	E	1484
187	Mr. Barry H. Gillespie	E	1472
128	Ms. Marey Gregory	C	798
102	Mr. Allan R. Gregory	C	666
21	Mr. Allan R. Gregory	A	55
22	Mrssrs. Allan R. Gregory & Paul M. Laughton	A	63
197	Mrs. C.W. Hawkins	E	1493
173	Mrs. Jean Hearnden	E	1316
140	Mrs. Lillian Hobbs	C	838
226	Don & Pierrette Hooper	E	1529
59	Mr. Ken Hubert	B	339
110	Mrs. Helen Johansen	C	710
216	Mr. Al W. Johnson	E	1508
172	Mr. A.E. Kenyon	E	1314
180	M. Yves Lemay	E	1463
198	Mrs. Lisa Lemay	E	1493
137	Mr. & Mrs. F.D. Lute	C	833
225	Janet MacAdam	E	1528
135	Mr. Howard Maguire	C	813
5	Mr. David Makow	A	6
201	Mr. R. Manhire	E	1493
224	Mme. Rachel M. Manning	E	1527
184	P.L. Mason	E	1467
26	Lambert McCarthy	A	99
6	Mrs. Barbara McGee	A	8
101	Mrs. Barbara McGee	C	662
122	Mr. W.P. McKinley	C	742
203	Mrs. Gene McNiven	E	1493
221	Mr. & Mrs. Jean Miquelon	E	1523
213	Dr. Linda A. Morse	E	1504
212	Dr. Linda A. Morse	E	1503
10	Mr. John K. Murphy	A	15
220	Mr. William G. Nelson	E	1517
9	Mr. M.J. O'Connor	A	12
189	Mr. Gordon E. Pallant	E	1478
190	Mr. Wilbert Paul	E	1479
210	Mr. Ernest Plante	E	1500
174	Mr. Howard O. Polk	E	1318
15	Mr. Algirdas Povilonis	A	36
34	Mr. Alan Rackow, P.Eng.	A	223
118	Mme. Monique Riese	C	732
229	J.N. Siddons	E	1532
90	Dr. R. Sinha	B	588
179	Mr. & Mrs. Adelle & Charles Slegtenhorst	E	1462
186	Ms. Lynn Smyth	E	1471
56	Mr. Ralph Spratt	B	322

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED -- IN ALPHABETICAL ORDER BY AUTHOR
88/04/18

NO.	Author	V.	Page
183	Ms. Eleanor Stanfield	E	1466
222	J.G. Sutherland	E	1524
80	Mr. John Teevens	B	513
205	Mr.&Mrs. D. Webster	E	1493
120	Mr. Barry Wellar, PhD, MCIP	C	735
132	Ms. L. Westell	C	802
68	511376 Ontario Limited	B	402
91	Action Alta Vista Parkway	B	590
167	Ali-Kantti-Woodman Architects	D	945
153	Alta Vista Drive Residents' Association	C	879
168	Barrhaven Community Association	D	953
94	Bell, Baker (for Fine's Flowers Ltd.)	B	619
150	CP Rail	C	875
176	Canterbury Community Association	E	1446
17	Canterbury Community Association	A	38
77	Carleton Condominium Corporation #11	B	500
217	Carlington Community Association	E	1512
109	Carlingwood Action Committee	C	704
79	Carlingwood Action Committee	B	505
155	Carlingwood Community Association	C	887
67	Cedarlane Estates	B	396
194	Centretown Citizens' Community Association	E	1487
24	Churchill Area Residents' Association	A	82
78	Churchill Area Residents' Association	B	503
18	Citizens for Safe Cycling	A	41
43	City of Gloucester	A	271
148	City of Gloucester	C	871
29	City of Kanata	A	108
8	City of Kanata	A	11
73	City of Nepean	B	462
51	City of Nepean	A	299
162	City of Ottawa	C	919
165	City of Ottawa	D	943
53	City of Vanier	B	310
139	City of Vanier	C	835
207	Civic Hospital Area Homeowners Association	E	1494
123	Consumers Gas	C	744
215	Copeland Park Community Association	E	1506
214	Copeland Park Community Association	E	1505
130	Council of Women of Ottawa and Area	C	800
144	Council of Women of Ottawa and Area	C	851
219	Cumming Cockburn Ltd. (for C.M.H.C.)	E	1515
76	Cummings Cockburn Limited (for Ellett Realty)	B	493
70	Cummings Cockburn Limited (for Richcraft Homes)	B	434
60	Environment Blackburn	B	340
14	Environment Canada	A	25
57	Environment Canada Parks	B	323
54	Equity Management International Limited (for J. Freedman In Trust	B	318
191	Fallingbrook Community Association	E	1480
66	Federation of Citizens Associations	B	394
83	Glabar Park Community Association	B	530
211	Glabar Park Community Association	E	1501
209	Glebe Community Association	E	1497
141	Gowling & Henderson (for Ottawa Uplands Limited)	C	840
98	Hampton-Iona Community Group	C	644
127	Highland Park Ratepayers' Association	C	795
131	J.L. Richards & Associates Ltd. (for Central Canada Exhibition Association)	C	801
143	J.L. Richards & Associates Ltd.(for Central Canada Exhibition Association)	C	848
42	Kimmel, Victor & Ages (for Tanglewood Ottawa Ltd.)	A	263
44	Kingdon Holdings Limited	A	284
147	Kingdon Holdings Limited	C	870
48	Landowners of Lots 10-15, Con. I,Huntley	A	291
111	Limebank Holdings	C	714
157	Lithwick Bros.	C	890
23	Low, Murchison (for Mr. and Mrs. Eldon Craig)	A	74
38	M.M. Dillon Ltd. (for Shenkman Corporation)	A	235
72	Marion Seymour, Consultant	B	460
105	Marion Seymour, Consultant (for Sandra E. Watson)	C	670

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED -- IN ALPHABETICAL ORDER BY AUTHOR
88/04/18

NO.	Author	V.	Page
71	Marion Seymour, Consultant (for the Bradley Family)	B	447
142	Minister of Public Works	C	844
2	Minister of Public Works (Canada)	A	2
7	Ministry of Community and Social Service	A	9
164	Ministry of Government Services Realty Group	D	942
151	Ministry of Municipal Affairs	C	877
146	Ministry of Northern Development and Mines	C	869
159	Minto Construction Limited	C	892
65	Minto Construction Limited	B	390
13	Mississippi Valley Conservation Authority	A	22
3	National Capital Commission	A	3
125	National Capital Commission	C	783
82	New Edinburgh Community Association	B	522
152	Novatech Engineering Consultants Ltd. (for Del Corporation)	C	878
49	Ontario Hydro	A	296
86	Ontario Institute of Agrologists - Ottawa Valley Branch	B	542
39	Ontario Ministry of Agriculture and Food	A	255
106	Ontario Ministry of Citizenship and Culture - Heritage Br.	C	673
1	Ontario Ministry of Education	A	1
107	Ontario Ministry of Housing	C	675
50	Ontario Ministry of Housing	A	298
103	Ontario Ministry of Municipal Affairs	C	667
96	Ontario Ministry of Municipal Affairs	C	636
16	Ontario Ministry of Natural Resources	A	37
116	Ontario Ministry of Natural Resources	C	722
4	Ontario Ministry of Transportation and Communications	A	4
62	Ontario Ministry of the Environment Southeast Region	B	381
81	Orleans South Community Association	B	518
28	Ottawa East Community Association	A	103
177	Ottawa East Community Association President	E	1450
126	Ottawa Federation of Housing Cooperatives, Inc.	C	787
145	Ottawa Health Sciences Center Inc.	C	854
58	Ottawa Pedestrian Citizens Committee	B	326
124	Ottawa-Carleton Home Builders' Association	C	745
156	Ottawa-Carleton Home Builders' Association	C	888
69	Ottawa-Carleton Homebuilders Association	B	411
119	Perley-Robertson, Panet, et.al.	C	733
75	Perley-Robertson, Panet, et.al. (for Terrace Investments)	B	491
99	Proctor & Redfern Group (for M. Holitzner Limited)	C	646
33	Proctor & Redfern Group (for Mrssrs. Bradley et.al)	A	220
32	Proctor & Redfern Group (for Mrssrs. Davidson et.al)	A	196
85	Proctor & Redfern Group (for Taysham Investors Inc.)	B	536
31	Proctor & Redfern Group (for Taysham Investors)	A	133
27	Proctor and Redfern (for Jockvale Realty)	A	101
121	Queenswood Heights Community Association	C	739
129	R.A.M.P.	C	799
161	Residents near Carlingwood Shopping Ctr.	C	900
170	Residents near Carlingwood Shopping Ctr.	D	956
89	Rideau Front Property Owners	B	578
84	Ridgeview Community Association	B	532
188	Rosebery Residents' Committee Inc.	E	1473
218	Rosebery Residents' Committee Inc.	E	1513
136	Scott & Aylen (for Gloucester Equestrian Centre Ltd.)	C	815
46	Soloway, Wright et.al. (for Campeau Corporation)	A	287
63	Soloway, Wright et.al. (for Campeau Corporation)	B	388
95	Soloway, Wright et.al. (for Campeau Corporation)	B	621
40	Soloway, Wright et.al. (for Ivanhoe Inc.)	A	260
41	Soloway, Wright et.al. (for Trilea Centres Inc.)	A	261
35	Soloway, Wright, et. al. (for Arnon Development Corporation)	A	224
115	Soloway, Wright, et. al. (for Arnon Development Corporation)	C	720
114	Soloway, Wright, et. al. (for Cave Investments)	C	718
37	Soloway, Wright, et. al. (for Del Corporation)	A	235
112	Soloway, Wright, et. al. (for Famlit Investments et.al.)	C	714
113	Soloway, Wright, et. al. (for Gib Patterson)	C	715
30	Soloway, Wright, et. al. (for John Steenbakkers)	A	123
36	Soloway, Wright, et. al. (for Steenbakkers)	A	225
208	South Ottawa Transportation Committee	E	1495
88	Tanglewood Ottawa Limited (for) Murray & Murray, Griffin	B	564
100	Tartan Development Corporation	C	648
20	Tartan Group Inc.	A	54
45	Tartan Group Inc.	A	285

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED -- IN ALPHABETICAL ORDER BY AUTHOR
88/04/18

NO.	Author	V.	Page
149	Taxpayers Association of Ottawa-Carleton	C	873
93	Taxpayers Association of Ottawa-Carleton	B	608
87	Township of Cumberland	B	547
74	Township of Goulbourn	B	480
163	Township of Goulbourn	D	940
160	Township of Osgoode	C	893
166	Township of Osgoode	D	944
61	Township of Osgoode	B	380
154	Township of Rideau	C	881
134	Township of West Carleton	C	804
158	Transport Canada	C	891
97	Transport Canada Airport Authority Group	C	643
133	Vanier Parkway Extension Committee	C	803
171	Various residents of 810 Edgeworth	E	1313
55	W.J. Bell & Son Construction Ltd.	B	320
12	Welch's Applehill Farm	A	22
92	West Carleton Ratepayers Association	B	600
25	Westboro Community Association	A	92
104	Winter Buchanan Associates (for Edward Coates)	C	668
175	Wood Park Community Association	E	1319
169	Woodroffe North Community Association	D	954

SUBLIST BY CLIENT NAME

(WHEN SUBMISSION MADE BY SOMEONE ELSE ON THEIR BEHALF)

88/04/18

CLIENT	SUBMITTER	BR NO	V	PAGE
Arnon Development Corporation	Soloway, Wright, et. al.	35	A	224
Arnon Development Corporation	Soloway, Wright, et. al.	115	C	720
Bradley Family	Marion Seymour, Consultant	71	B	447
C.M.H.C.	Cumming Cockburn Ltd.	219	E	1515
Campeau Corporation	Soloway, Wright et.al.	46	A	287
Campeau Corporation	Soloway, Wright et.al.	63	B	388
Campeau Corporation	Soloway, Wright et.al.	95	B	621
Cave Investments	Soloway, Wright, et. al.	114	C	718
Central Can. Exhibition Assoc.	J.L. Richards and Associates Limited	143	C	848
Central Canada Exhibition Ass.	J.L. Richards & Associates Ltd.	131	C	801
Del Corporation	Soloway, Wright, et. al.	37	A	235
Del Corporation	Novatech Engineering Consultants Ltd.	152	C	878
Edward Coates	Winter Buchanan Associates	104	C	668
Elsett Realty	Cummings Cockburn Limited	76	B	493
Famlit Investments et.al.	Soloway, Wright, et. al.	112	C	714
Fine's Flowers Ltd.	Bell, Baker	94	B	619
Gil Patterson	Soloway, Wright, et. al.	113	C	715
Ivanhoe Inc.	Soloway, Wright et.al.	40	A	260
J. Freedman In Trust	Equity Management International Limited	54	B	318
Jockvale Realty	Proctor and Redfern	27	A	101
John Steenbakkers	Soloway, Wright, et. al.	30	A	123
M. Holitzner Limited	Proctor & Redfern Group	99	C	646
Mr. and Mrs. Eldon Craig	Low, Murchison	23	A	74
Mrssrs. Bradley et.al.	Proctor & Redfern Group	33	A	220
Mrssrs. Davidson et.al.	Proctor & Redfern Group	32	A	196
Ottawa Uplands Limited	Gowling & Henderson	141	C	840
Richcraft Homes	Cummings Cockburn Limited	70	B	434
Shenkman Corporation	M.M. Dillon Ltd.	38	A	235
Steenbakkers	Soloway, Wright, et. al.	36	A	225
Tanglewood Ottawa Ltd.	Kimmel, Victor & Ages	42	A	263
Taysham Investors Inc.	Proctor & Redfern Group	85	B	536
Taysham Investors	Proctor & Redfern Group	31	A	133
Terrace Investments Limited	Perley-Robertson, Panet, et.al.	75	B	491
Trilea Centres Inc.	Soloway, Wright et.al.	41	A	261

310

#053

Planning and Development
Department.

LA CORPORATION DE LA CITÉ DE
THE CORPORATION OF THE CITY OF **VANIER**

September 9, 1987.

BY COURRIER

OTTAWA-CARLETON
RECEIVED
SEP 9 1987
PLANNING DEPARTMENT

Regional Municipality
of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3.

Attention: Ms. Carol Christensen,
Manager Urban Policy

Dear Ms. Christensen:

Re: File PD 1.1.06,
Response to Draft R.M.O.C.
Official Plan

Please find attached a copy of my report to Vanier's Planning Advisory Committee concerning comments regarding the first draft of the Region's Official Plan. This report was recommended by the Planning Committee to City Council as Vanier's official response to the Region's request for comments on the document. The report will be presented to Vanier City Council at its meeting of September 15, 1987, however, I would request that the attached brief be included in the material which you will be distributing to your Planning Committee.

Thank you for your assistance in this regard.

Yours truly,

Jim Kearns

James Kearns,
Director of Planning
and Development.

JK/dd
Encl.

Planning & Development
Department

LA CORPORATION DE LA CITÉ DE
THE CORPORATION OF THE CITY OF **VANIER**

September 3, 1987

Chairman & Members
of the Vanier Planning
Advisory Committee

Members:

Re: File PD 1.1.06
R.M.O.C. Official Plan Review

As members are aware the Regional Municipality of Ottawa-Carleton is currently in the process of preparing a new Official Plan which will guide land use decision-making at the Regional level for approximately the next 15 years. The first draft of the Plan has been issued and comments have been requested as part of the public participation process. Public hearings are to commence on September 15, 1987.

The Region's Official Plan establishes the Region's goals and defines the Region's interest in a wide variety of land development and resource management issues. Matters addressed include the location and timing of major areas of new development, location of major employment, shopping and community facilities, resource policies affecting agriculture, aggregate and natural environment, housing policies and policies governing services and transportation. Clearly not all matters covered by the Region's Official Plan have a direct impact upon Vanier. The intent of this report is to identify and comment upon those matters which directly pertain to Vanier.

1. LAND USE DESIGNATIONS

a) GENERAL URBAN AREA (P.3-8 of Plan)

The Regional Official Plan designates the majority of land in the City as General Urban Area in which the primary uses are intended to be residential and

.../2

neighbourhood-oriented services. This designation reflects the existing policy designation under the current Official Plan.

b) WATERFRONT OPEN SPACE (P.8-4 of Plan)

The Region's Official Plan proposes to designate River Road Park and Cummings Island as Waterfront Open Space which would permit both active and passive recreational uses. In addition, River Road south of Montreal Road and River Road Park have been designated as a Scenic Route and Major Bicycle corridor respectively. These uses are compatible with the current function of River Road Park, however, depending upon the ultimate plan for Cummings Island, they may be somewhat restrictive for the future development of Cummings Island.

COMMENT: Because of its significant historical links with the City of Vanier and its strategic geographic location at the entrance to the City, development of Cummings Island is an important component of the City's economic development. The City of Vanier is currently in the process of developing a tourism plan for the City. Although the final report of the consultants has not yet been adopted, a number of different options have been given consideration regarding the use of Cummings Island. In general terms these options have focussed upon development of the site for recreational, cultural and commercial uses possessing a tourism orientation. It is uncertain as to whether the proposed Waterfront Open Space recreational uses are sufficiently comprehensive to fully reflect the City's plans for the site.

c) SECONDARY EMPLOYMENT CENTRE (P.3-3 of Plan)

Under the existing Regional Official Plan, Vanier's downtown area (centered generally upon the intersection of Montreal Road and the Vanier Parkway) is designated as a District Centre. This designation permits a wide range of retail and office commercial use as well as high density residential uses. In addition, the current policy stipulates that no single retail commercial project may exceed 23,225 m^2 (250,000 sq. ft.).

.../3

Under the new Official Plan the Region is proposing to replace a series of functionally based land use designations (ie. Office Area, District Centre, Industrial Area) with designations based upon the amount of employment generated by a centre. Four employment area categories have been proposed:

- Central Area - downtown Ottawa
- Primary Employment Centres - 5,000 - 10,000 job potential
- Secondary Employment Centres - 2,000 - 5,000 job potential
- Extensive Employment Area - 2,000 jobs in low density developments

The current District Centre designation applying to Vanier would be replaced by the Secondary Employment Centre designation. This designation would permit a range of commercial uses including retail stores, offices, hotel as well as various community facilities. The limitation on the size of any single retail commercial project has been increased to 35,000 m^2 (376,000 square feet). It would appear that residential uses would not be permitted.

The most significant implication of this designation is the impact it may have on the scale of development permitted in Vanier's commercial core area. According to the Region's employment statistics for 1986, there were 3,306 jobs situated in Vanier's commercial area defined as Montreal Road between River Road and Lajoie St. and an area south of Montreal Road west of the Vanier Parkway. These statistics would suggest that the Region's Official Plan provides for potential growth of approximately 50% (or 1700 jobs) within Vanier's core area.

The City's consultants, Larry Smith & Associates, who were hired to conduct the economic component of the Montreal Road Study, have projected an increase of 310,000 square feet in the amount of new retail and locally-oriented office space over the next 15 years. The Planning Department estimates that this growth would generate approximately 1200 additional jobs in the City's downtown. Based on these projections one can, therefore, anticipate that of the 5,000 jobs

.../4

permitted under the Region's proposed designation, a total of 4,500 jobs may be realized. It would appear that the upper employment limit established by the proposed designation is compatible with development anticipated by Larry Smith & Associates.

It should be noted, however, that these employment projections do not include employees generated by a hotel operation which the City wishes to attract. Nor do the employee projection figures reflect the impact the development of a major office complex such as Place Vanier would have on overall employment. If, in addition to the potential floor space identified by Larry Smith and Associates, a sizeable hotel and major office complex were attracted to Vanier it is likely that employment generated in the Vanier downtown area would be considerably greater than the 5,000 jobs provided for in the Region's Official Plan.

COMMENT: The City of Vanier has undertaken two major studies to determine its potential for both commercial and tourism development. The plans arising from these studies will lay the basis for the development of its core area for a fifteen-year period. Based upon the amount of retail and locally-oriented office development potential identified by these studies, the identified potential for a hotel and the possibility of major redevelopment of lands on the south side of Montreal Road west of the Vanier Parkway, it is the view of the City of Vanier that the employment limitation proposed in the Secondary Employment Centre designation does not provide adequately for the potential development of Vanier's commercial core area. Since employment centres are intended to provide a focus for intensive land use activity, it is also suggested that high density residential uses be permitted in this designation.

2. POLICIES

a) VANIER PARKWAY EXTENSION (P.11-3)

The draft Official Plan indicates the Region's

.../5

intention to extend the Vanier Parkway north of Beechwood Avenue to connect it with the MacDonald-Cartier Bridge and Hull. Although there are potential negative as well as positive impacts for Vanier, on balance the extension is considered to provide a net benefit to the City from the point of view of improved access to the northern half of the National Capital Region and potential enhancement of the City's economic revitalization efforts created by improved accessibility.

COMMENT: The City of Vanier supports in principle the extension of the Vanier Parkway to connect with the MacDonald-Cartier Bridge with the provision that appropriate noise attenuation measures be taken and that the street is not designated as a truck route.

b) FLOOD PLAIN POLICY (P.7-1)

In areas governed by the fill and construction regulations of a conservation authority the draft Official Plan would not permit development to occur in the flood plain unless the local municipality included in its Zoning By-law a requirement that a fill or construction permit be issued by a conservation authority. Although it is not currently a zoning requirement, in fact the proposed Regional policy reflects current practice in the City of Vanier. Including such a stipulation in the Zoning By-law possesses an educational advantage vis-à-vis public awareness of flood plain conditions and the need for remedial measures.

COMMENTS: The City of Vanier supports the Region's proposed policy of including in municipal zoning by-laws a requirement for a fill and construction permit subject to legal confirmation concerning the legal authority to do so.

c) STORM WATER MANAGEMENT POLICY (P.10-4)

The Region has incorporated into the proposed new Official Plan policies concerning the management of storm water runoff. The objective of this policy is to establish a comprehensive, co-ordinated approach

.../6

regarding the management and control of storm water over large areas of urban land. A major tool which the Region proposes to use is the development of master drainage plans which would, among other things, determine the volume of water to be managed, establish levels of protection and identify the manner in which storm water was to be controlled (e.g. sewers, drainage swales, detention ponds, etc.). Unless exempted by Regional Council these plans would have to be prepared by the local municipality in conjunction with the conservation authorities and the Region.

COMMENTS: While the adoption of a comprehensive approach to storm water management is a desirable objective in the Plan, the utility of requiring master drainage plans in municipalities or areas which are already developed is somewhat questionable from a cost/ benefit point of view.

The City of Vanier requests that further clarification be provided in the plan as to the circumstances under which master drainage plans will or will not be required and that consideration be given to exempting fully developed municipalities or areas from the requirement to develop master drainage plans.

RECOMMENDATION

The Department of Planning and Development recommends that the comments contained in this report be forwarded to the Regional Municipality of Ottawa-Carleton as the City's official response concerning the first draft of the proposed new Regional Official Plan.

Yours truly,

James Kearns

James Kearns,
Director of Planning
and Development.

JK/cap

NO. 87-64

CORPORATION OF THE CITY OF VANIER
MUNICIPALITÉ DE VANIER

COMITÉ CONSULTATIF SUR L'AMÉNAGEMENT DU TERRITOIRE
VANIER PLANNING ADVISORY COMMITTEE

RESOLUTION

DATE le 15 septembre / September 15 1987

PROPOSÉ PAR / MOVED BY

APPUYÉ PAR / SECONDED BY

"RÉSOLU QUE le Comité consultatif d'aménagement du territoire recommande au Conseil de la ville de Vanier que le rapport préparé par le Directeur du Service d'urbanisme du 3 septembre, 1987 (Dossier PD 1.1.06) soit envoyé à la Municipalité régionale et que celui-ci soit considéré comme la réponse officielle de la ville de Vanier à la première ébauche du nouveau Plan directeur de la Municipalité régionale d'Ottawa-Carleton."

"RESOLVED THAT Planning Advisory Committee recommends to Vanier City Council that the report of the Director of Planning and Development dated September 3, 1987 (File PD 1.1.06) be forwarded to the Region as the City's official response to the first draft of the new Official Plan for the Regional Municipality of Ottawa-Carleton."

ADOPTÉ / CARRIED Guy Cousineau

#054

EQUITY MANAGEMENT

OTTAWA-CARLETON
RECEIVED
SEP 9 1987
PLANNING DEPARTMENT

September 9, 1987

Mr.N.Tunnacliffe
Regional Council of Ottawa Carleton
Planning Department
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr.Tunnacliffe:

Re: Proposed Growth Area - Barrhaven

We write you as the Management Company for the owners of the land marked on your maps as **J.Freedman In Trust.** The owners of this land are:

Riva Freedman	Molly Sherman
Marlene Briskin	Marvin Schreiber
The Bessin Family	The Estate of H.A.Plant
Norwood Investments	

These investors purchased this land in 1960 and believing in the future development and growth in this area, have held on to this land ever since.

It has been brought to our attention that the City of Nepean now proposes to continue the very successful development in Barrhaven and as part of that future development, rezone our lands.

We strongly support the City of Nepean in its efforts to rezone our lands and the surrounding lands as residential and industrial. We feel that based on the success of Barrhaven on the one hand, and the lack of future growth area on the other hand, there is a need for the Region to take immediate steps to re-zone this land as residential and hand in hand continue the development of industrial properties along Highway 16 in Nepean.

.../2

Equity Management International Limited • 1 Nicholas • Ottawa • K1N 7B7 • Canada • 613 236-9627

We trust that the Region will see the need for a southern growth area to enhance the east/west flow that has already taken place in the last 20 years, and feel that a southern growth area will allow people to stay in the Region, but at the same time relieve some of the tremendous traffic pressure that exists today on all east/west access routes.

Our investors feel that the time is ripe for a southern growth area and look forward to a favourable rezoning.

Yours very truly,
EQUITY MANAGEMENT INTERNATIONAL LIMITED

Jonathan Freedman
Vice President

JP:hf

#055
830-2

CONSTRUCTION CO. LTD.
W.J. BELL SON
STITTSVILLE ONT.

P.O. Box 1150
Stittsville, Ontario
K0A 3G0

(613) 836-4032

September 4, 1987

OTTAWA-CARLETON
RECEIVED
3:00
SEP 9 1987
CLERK'S DEPARTMENT

Planning Committee Co-ordinator
222 Queen Street, 14th Floor
Ottawa, Ontario
K1P 5Z3

Dear Sir:

Amendment 54 of the Township of Goulbourn has not been addressed in the draft regional plan.

On January 5, 1987, Goulbourn Township Council unanimously gave first and second reading to By-law No. 2-87, being amendment No. 54 of the Goulbourn Official Plan. I don't think there could have been a clearer indication that council plans to extend the village boundary to the south and I see no logical reason why this was not included in the draft plan without the necessity of applying for an Official Plan amendment shortly after the plan is adopted.

An engineering report was presented with this application, showing an area which could be serviced by works which are already in the ground without need for additional pumping stations as everything is gravity flow with storm drainage to the Faulkner drain.

I am aware of the argument re sewer treatment capacity -- I am also aware that the same pumping and treatment facility is required for the lands north of Hope Road which were passed without dissent from your department.

While the Village of Stittsville has been declared an urban area and the population allocation lifted, the boundary restrictions and number of lots means an end result of a change in terminology with no net gain for the village.

I sincerely hope you will take a look at the discriminatory policies which are now so evident in the draft official plan adversely affecting my property.

Yours very truly,

J R Bell

J.R. Bell,
President

c.c. Mayor Anton Wytenburg

OTTAWA-CARLETON
RECEIVED
SEP 10 1987
12
PLANNING DEPARTMENT

322

Spratt Road #056
Manotick Ont.
K0A 2N0

Dear Clerks Bradshaw & Co.

I attended one of your planning meetings at Manotick in June approx. The big item was to stop farmers from building on the front of their farms when they were retiring. What a farce! Planners & the reeve or mayor pretending that this is their big item - and sanctioned by a bunch of bearded Yuppies who move to Manotick to "speculate" and eat Kraft dinner. I would advise you not to stop those farm severances or I will bring my Mother out to embarass the whole bunch of you - Call her at 692 4820.

* We need "someone" to plan to "use" our land in such a way - that we will "save" the "good agricultural land" and utilize and "maximize" the marginal land - which is not being done e.g. Rideau Forest

Ralph Spratt

323

#057

Environment Canada Parks
Environnement Canada Parcs

Ontario Region
111 Water Street East
Cornwall, Ontario
K6H 6S3

Région de l'Ontario
111, rue Water est
Cornwall (Ontario)
K6H 6S3

August 28, 1987

Our file Notre référence
4870/R85
Your file Votre référence

OTTAWA-CARLETON
RECEIVED
SEP 10 1987
PLANNING DEPARTMENT

Mr. J.M. Wright
Planning Commissioner
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Wright:

Re: Regional Municipality of Ottawa-Carleton
Draft Official Plan - Your request for
Environment Canada, Parks comments

Based on the need to ensure that land uses adjacent to the Canal are complementary to our objectives for the Rideau Canal, and in line with the Rideau Canal Policies publicly reviewed in the Spring, I have the following comments on the Revised Official Plan.

Environment Canada, Parks supports goals 2, 4, 5, 6 and 7. We also support the policies contained in section 8 of the plan dealing with the River Corridors. In regard to the above goals, in any development of the South Urban Community referred to on page 2-9, special recognition should be given to the unique character of the Canal and the limited capacity of the Rideau environment to assimilate the effects of human activities. These concerns primarily relate to the following:

Water quality: A large urban area would produce a significant amount of stormwater discharge which would have to be treated to a standard such that there would be no further degradation of the Rideau's water quality and recreational appeal.

.../2

Canada

Water surface recreation: Development of the South Urban Community would inevitably result in increased boating use on this section of the Canal. Parks is committed to the fundamental objective of ensuring that through-navigation is not impeded, and due recognition should therefore be made of the fact that it will always take precedence over other forms of water recreation.

Open Space: The Rideau shoreline in this area is currently low-density residential or open space. The planning of the area should recognize the important need to preserve shoreline open space; and the development of the South Urban Community should include a recognition of the need for adequate provision of shoreline open space.

Narrow Channels: The section of the Canal within which the South Urban Community is located, has been designated by C.O.R.T.S. and the Rideau Canal Policies as a narrow channel. For reasons of public safety and protection of through-navigation, access to the water in narrow channel areas is limited and strictly controlled. The municipalities and shoreline land owners should therefore recognize this requirement in their planning, so that shoreline development is not allowed to conflict with the primary needs of through-navigation.

Natural environment: As shoreline development and increased boat traffic could have an adverse impact on wetland habitats and associated wildlife, wetland protection is an important Parks concern. With the exception of minor fringe wetlands, Parks does not allow dredging or filling in of wetlands. In order for this policy to be effective, the Official Plan should recognize the value of preserving wetlands, and include a recognition of the need for the local municipalities to adopt policies which will buffer wetlands from incompatible shoreline development.

.../3

I trust that the above comments will be incorporated in the update of the Official Plan, and if required we would be pleased to discuss with you or your staff any matter requiring elaboration.

Yours sincerely,

O. Kremers
Director, Planning,
Programming & Development

#058

830-2

Ottawa
Pedestrian
Citizens
Committee
814 Stanstead Road, Ottawa, Ontario K1V 6Y7, Canada

4 Sept 1987

OTTAWA-CARLETON
RECEIVED
9 CO
SEP 11 1987
8
CLERK'S DEPARTMENT

Councillor Gordon Hunter
Chairman of Planning Committee
Regional Municipality of Ottawa-Carleton
14th Floor
222 Queen Street
Ottawa, Ontario
K1P 5Z3.

Dear Councillor Hunter.

I enclose with this letter, a report which is the result of a review by the Ottawa Pedestrian Citizens Committee (OPCC), of the draft Official Plan for the Regional Municipality of Ottawa-Carleton.

In reviewing the plan, the OPCC has endeavoured to take into account the needs and concerns of all users of pedestrian oriented facilities and has reflected these concerns in its recommendations.

The Committee asks that its concerns and recommendations be taken into account during the process of finalizing the Region's Plan. To this end, we would be pleased to review and discuss any particular point addressed in the report should you feel this is necessary.

Yours sincerely

Anthony J. Chinery
Chairman
Ottawa Pedestrian Citizens Committee

Ottawa Pedestrian Citizens Committee

Recommendations to the the Regional Municipality of Ottawa-Carleton regarding the Draft Official Plan

Submitted by Tony Chinery, Chairman
September 4, 1987

Introduction

The Ottawa Pedestrian Citizens Committee

The Ottawa Pedestrian Citizens Committee consists of over twenty-five citizens from all parts of Ottawa who care about the walking environment. They have given of their time freely because they believe that the environment needs to be—and can be—improved. The Committee's goals are to sensitize people to pedestrian concerns, to present solutions to problems faced by pedestrians and to support Regional Municipality proposals and policies which enhance the pedestrian environment.

The Committee has an elected Chairman, Tony Chinery, and meets every two weeks on Monday for two to three hours.

This Report

This report is the response of the Ottawa Pedestrian Citizens Committee to several documents which form part of the process of developing an Official Plan for the Regional Municipality of Ottawa-Carleton.

At the July 6, 1987, meeting of the Ottawa Pedestrian Citizen's Committee, a sub-committee consisting of Tony Chinery, Anna Ivanis, Charles Shrubsole and Cynthia Taylor, Chairperson, was struck and instructed to prepare a response on behalf of the Committee to the following documents:

Official Plan Review

- Transportation Component, December 22, 1986.
- Phase II, Consultation Documentation, "Summary of Briefs and Staff Responses", May 1987.

Draft Official Plan	• Schedules A-H (Maps). May 1987. • Planning Department Recommendations to Planning Committee, May 1987. • Transmittal Report to the Planning Committee, May 26, 1987.

The sub-committee's response was discussed at the August 10, 1987, and August 17, 1987, meetings of the Ottawa Pedestrian Citizens Committee and approved at its August 31, 1987 meeting.

PART ONE contains a number of specific recommendations of the Committee related to issues dealt with in the above documents, especially with respect to pedestrian needs.

PART TWO contains our point-by-point recommendations regarding the **Draft Official Plan: Planning Department Recommendations to the Planning Committee**.

We have also appended a copy of our recommendations to the City of Ottawa regarding the development of their Official Plan with regards to transportation.

PART ONE

The Regional Municipality of Ottawa-Carleton's Official Plan

The review period of the Official Plan adopted in 1974 is now nearing an end. During the first phase, a report called the "Regional Development Strategy" was released. Fourteen recommendations based on response to this document were adopted by Regional Council in December, 1984.

These recommendations formed the basis for the second phase of the review. Response to the discussion papers and resource documents circulated during this phase formed the basis for the Draft Official Plan.

Goals

The Regional Official Plan is intended to respect the following goals:

1. Provide for an amount and variety of housing and employment adequate to meet the requirements of the projected population.

2. Protect inhabitants from exposure to adverse environmental influences.

3. Provide a land use and transportation system which emphasizes convenience of movement between destinations and affords good opportunity for the provision of a full range of utilities and community facilities.

4. Respect the capacity of the natural environment to assimilate the effect of human activities.

5. Protect important natural resources.

6. Protect important recreational, environmental and heritage resources.

7. Enhance the aesthetic quality of the built and natural environment.

8. Minimize the public cost of required services consistent with overall benefit.

9. Minimize dependence on non-renewable energy resources.

10. Conduct planning with an open process, producing policies which, to every degree possible, are fair in their distribution of benefits and adverse influences.

Response

The Committee believes that goals 2 - 10 above all encourage walking throughout the Region.

Walking is a part of every other form of transportation, so the provision of a safe and convenient walking environment affects all citizens.

The above goals support a multi-modal transportation system. We encourage the Region to recognize that walking is an almost universal transportation mode, and to plan physical development with this fact in mind.

In summary, the Region should make planning for a safe and convenient pedestrian environment a priority and should plan so that:

- Walking as a mode of transport is at least as convenient as other modes.
- Pedestrians' vulnerability is minimized.
- A short walk can replace a long drive.
- Pedestrians have a grid that keeps conflict with bicycles and motor vehicles to a minimum.

Recommendations Regarding Pedestrian Needs

More and more people will want to walk and cycle in the future and environmental concerns will remain a priority. As well, in the future there will be more seniors, who more urgently than younger pedestrians need seating, especially at bus stops and more direct pedestrian routes to services.

The system will also need to integrate the handicapped more completely. To date, only people confined to wheelchairs have been accommodated. More attention should be paid to the needs of the blind, senior citizens and other pedestrians who are unsteady on their feet and who have, in fact, had their walking environment compromised by the provisions for wheelchairs.

Overall, there is no pedestrian system as such in the Region. A system implies standards, including sidewalk construction standards, which have pedestrian convenience and safety as priorities for all the different walking environments in the Region. We strongly urge the Region to plan systematically for pedestrians, as well as to respond to particular local needs. Included in planning should be the pedestrian grid, traffic signal placement and timing, sidewalk space, design specifications such as those regarding surface materials and provision of a level surface, intersection design and the inclusion of pedestrian concerns in the planning processes for all building and roadway developments.

The Committee is concerned about the following deficiencies in the Region's current approach to pedestrian needs:

- The Region has not to date accepted any responsibility for providing safe and adequate pedestrian space along regional roads.

- Intersection design frequently does not ensure the safe passage of pedestrians. Regulation of traffic signals often doesn't take into consideration pedestrian needs.

The Committee recommends the implementation of the following measures to respond to the above problems:

- Bicycle parking should be provided within regional road right-of-ways on roads such as Slater and Albert. This will reduce the obstruction to pedestrians caused by bicycles illegally parked on these busy pedestrian corridors and by cyclists walking their bicycles through these same corridors because of lack of parking facilities or dangerous road conditions.

  One opportunity for clustered bicycle parking on these streets is on the peninsulas separating stopping lanes from bus lanes such as the one to the east of the Howard Johnson Hotel on Slater Street.

  These bicycle parking sections should be marked with the same type of signage that indicates permitted motor-vehicle parking

- The installation of signals and provision of adequate time for pedestrian crossing are not the only factors affecting pedestrian safety at intersections. The width of sidewalks at intersections needs to provide sufficient storage space to allow for pedestrians who have the green not to be impeded by those waiting for the red light to change in the opposite direction. Because sidewalks are curved at intersections to facilitate bus and truck turning, normal sidewalk width is often reduced at intersections, when in fact it needs to be wider to accommodate both storage and visibility for pedestrians and vehicles approaching from the opposite direction.

  One way to resolve this problem would be to require that all buildings be set back from the corner of the site at all intersections as is done, for example, at the Manufacturer's Life Insurance Building.

- Public transit, traffic signal and motor-vehicle planning should take into account the convenience of all travellers, including cyclists and pedestrians, in such as way as to minimize **aggregate** delay.

393

- Parking policy on regional roads affects pedestrian safety. For example, parking should not be permitted within emergency stopping distance of an intersection, as is now permitted. The current policy limits visibility to a significant degree. Bus and service loading locations also affect provision of an adequate sight triangle. Buses and trucks should load and unload a sufficient distance from the intersection so as to minimize obstruction of traffic signals for pedestrians and visibility for both drivers and pedestrians.

- Where feasible, all housing developments in the Region, not just new ones, should be required to provide pedestrian pathways to transit facilities such that no resident need walk more than 400 metres to such facilities. The Region should work with Community Associations in identifying needs and opportunities for the provision of additional pedestrian pathways to meet this ideal.

- Because of the concentration of fumes and pedestrians on many stretches of transit routes, especially at stop points, the Region needs to provide minimum 14 foot wide sidewalks to permit transit users and other pedestrians to be a sufficient distance from the roadway.

- Wherever there are transit stops with high volumes of traffic, the sidewalk should be widened to permit unobstructed pedestrian passage.

- Pedestrians should be able to cross intersections at grade. The Region should remove the overpass at Colonel By and Wellington. Southbound traffic from MacKenzie and eastbound traffic from Wellington turning right to Colonel By has to stop at the foot of the overpass anyway. At present, pedestrians are inconvenienced by going underground. It should be returned to a completely grade level intersection for pedestrians.

- Traffic signals should be phased to encourage a steady flow of traffic at 40 km where there is a high volume of pedestrian traffic. As well, the lanes should be narrowed to encourage moderate speed, and the space thus gained should be reserved for cyclists.

- The Regional Official Plan should make it mandatory for new buildlings to provice setback to permit pedestrian furniture and to provide bicycle parking in a visible, readily accessible and well-marked location.

- Turns for motor vehicles should be designed to minimize conflict with pedestrians. At certain intersections, this might best be accomplished through a dedicated pedestrian phase. At others this might be partially accomplished by forbidding right turns on the red signal.

- Existing right of ways in residential areas should be used for pedestrian linkages such as walkways, paths and sidewalks connecting parks, neighbourhood shopping, schools and transit stops. Pedestrian routes should be provided in re-developing and existing neighbourhoods as well as in newly developing areas.

- The potential for negative impact of sidewalks in residential areas should be assessed before they are built. In areas where there are no sidewalks motorists tend to look out for pedestrians. In some cases, motorists assume that the sidewalk provides a measure of safety for the pedestrian which permits them to drive faster. Many of the streets in residential areas are curved and have many driveways, and have not been designed for speed. Where sidewalks are installed they should be raised with a boulevard separating the sidewalks from the roadway.

- The use of curbs without other provision for pedestrian safety, such as raised sidewalks with boulevards or paved strips separating the sidewalk from the roadway, is more dangerous still and should be discouraged.

- Adequate width sidewalks are needed on all retail streets since the pedestrian traffic they bear is greater. These sidewalks should be separated from the roadway by landscaped boulevards or paved strips.

- Sidewalk vendors must not be allowed to park where they interfere with pedestrian waiting areas at intersections, block bus stop waiting areas or otherwise interfere with the smooth flow along the sidewalk. They should not be allowed to park opposite each other on any sidewalk.

- Parking should not be allowed as close to the intersection as is currently the case. Large vehicles especially limit visibility. Chip wagons and other vendors should not be allowed to park, even temporarily, where they limit visibility.

- All sidewalks should have a landscaped or paved strip separating the sidewalk from the roadway wherever possible. These boulevards are especially important in redeveloping areas, whether commercial or residential (e.g. Beechwood between the Vanier Parkway and Acacia). In addition to providing more safety to the pedestrian, they serve as a storage area for snow.

- There is not adequate provision of paths, or lanes, and parking for cyclists, which endangers pedestrians.

- A bike path raised half-way between the roadway and the sidewalk would be safer for cyclists and pedestrians. It keeps motor vehicles off the bike path and provides a place to store snow in winter, separating the pedestrian path from the roadway.

- Cyclists must be encouraged to use the roadway.

- Cyclists must be made to obey the rules of the road.

- Motorists must be made to respect cyclists who follow the rules and give them adequate space for safe passage.

- Local police must be provided with the necessary measures to enforce regulations.

Pedestrian considerations must form part of the task of serving transit needs. The following are some ways that service could be improved.

- Transitway stations should be developed as commercial and residential centres. At minimum, each station should have a concession for papers, confections etc. and telephones. This will encourage transit use and make transit use safer. Isolated transit stops like Hurdman Station discourage use during quiet or dark hours.

- At night especially, there should be more frequent service on fewer routes. This will make transit use more attractive and convenient.

- Transfers should be kept to an absolute minimum.

- Transit connections should be more convenient. For example, at Lincoln Fields, connections should be right on the bridge, rather than having to go into the station.

- Transit stations should be connected to adjacent residential facilities. For example, the Lincoln Fields station needs to be connected to the apartments on Richmond Road.

- Parking areas should be provided at Transit Stations to encourage "Park and Ride" as in Boston, Chicago, Cleveland, San Francisco, Calgary, San Diego and Ontario GO transit facilities. The stations should also be developed as commercial (and residential) centres to encourage transit use e.g. commuters could grocery shop, pick up cleaning and do other errands between transit and car phases of their trip.

PART TWO

DRAFT OFFICIAL PLAN

Planning Department Recommendations to Planning Committee

The numbers used below correspond to the numbering system in the report.

2.1.7 Transportation Strategy

12. **We** would amend the stated objective to read as follows:
"To provide an integrated transportation system, composed of complementary **pedestrian, bicycle,** public transit and road systems, which supports and meets the needs of the desired development pattern."

2.2 Policies

We support the stated policies, especially 2.2.3.f) but would amend this provision as follows:
"the provision of sufficient public open space in the urban centre, particularly along the rivers, and of continuous **pedestrian and** bicycle paths, including a link through the green belt,"

3.1.3.2 We support recommendations **6.** and **7.** wholeheartedly.

3.1.3.3 We support recommendations **10.** and **11.** wholeheartedly.

3.2.3.2 We recommend that item **7** have an added item as follows:
e) safe and convenient pedestrian access is provided.

3.3.3. We recommend that item **2** have an added item as follows:
e) safe and convenient pedestrian access.

3.4.2 We support the stated objectives but would add to **1.a)**:
"**and convenient pedestrian access to all such non-residential uses.**"

3.4.3 We support wholeheartedly items **3.c).** and **8.**

3.5.3 We recommend that item **2.c)** be amended as follows:
"continuity of major bicycle corridors **and pedestrian paths.**"

8.4 We recommend that the scenic routes be developed also as pedestrian routes wherever possible, not solely as vehicle routes as the current wording implies.

11.1 We recommend that item 1. be amended as follows:

"To provide an integrated transportation system, made up of complementary public transit, **pedestrian, bicycle** and road systems, which supports and meets the needs of the desired development pattern."

We recommend that item **2.** be amended as follows:

"To provide a safe, convenient and efficient transportation system which provides a high level of road, public transit, **pedestrian and bicycle** accessibility to major centres of activity throughout Ottawa-Carleton."

11.2.2 Road Priorities

The overriding concern of the Committee is that the Region plan for adequate pedestrian and bicycle facilities on all the routes for which road widening (or other modification) and road contruction is planned. Planning for motor vehicle requirements must not be done in isolation from consideration of pedestrian safety and convenience on routes under consideration. The Official Plan should reflect this integrated planning.

11.4.1 We wholeheartedly support items **b) and c).**

11.4.2 We recommend that item **20.** be amended as follows:

"Council shall ensure that at stations along the transitway, high levels of transit ridership are promoted through **appropriate station design**, adequate provision for pedestrian access and an appropriate arrangement and intensity of development.

#059

August 31, 1987

OTTAWA-CARLETON
RECEIVED
10:00
SEP 7 1987
CLERK'S DEPARTMENT

Ann Therese McEachern
Co-ordinator, Planning Committee,
Regional Municipality
of Ottawa Carleton,
222 Queen Street
Ottawa, Ontario.
K1P 5Z3

Re: Paragraph 10, Section 10.1.2 "Council shall not approve a plan of subdivision or phase of a plan of subdivision exceeding 35 lots..."

The effect of the above policy will be discrimination against a person whose land would subdivide "properly" into 36 or more lots after the municipality and that person has determined the suitability, of the water and soil on the land as set out in 10 of Section 4.2.2 page 4-4 and paragraph 8 Section 10.1.2 page 10-4. It will mean the additional costs of another plan of subdivision simply because the number will be limited to 35.

Paragraph 10 Section 10.1.2 page 10-4 is redundant and should be eliminated altogether because of the policies set out in Paragraph 8 Section 10.1.2 page 10-4 and in 10 of Section 4.2.2 page 4.4. These sections set out policies for detailed hydrological studies by the municipality and the developer before RMOC will permit village development.

In addition, Paragraph 10 Section 10.1.2 should be deleted because in rural development where larger pieces of land are involved, there are a number of practical matters which would be difficult to deal with, such as the drainage plan and the need for two accesses.

The additional costs and the difficulties created by imposing a 35 lot limit on a phase or a plan of subdivision will result in higher priced lots.

Yours truly,

Ken Hubert
R.R.2, Box 2102
Cumberland, Ontario K0A 1S0

#060

ENVIRONMENT BLACKBURN

BRIEF PRESENTED TO
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
SEPTEMBER 4, 1987

1166

ENVIRONMENT BLACKBURN

OTTAWA-CARLETON
RECEIVED
10:00
SEP 4 1987
CLERK'S DEPARTMENT

September 1, 1987

1. INTRODUCTION

1.1 Environment Blackburn believes that something must be done to reduce the amount of traffic passing through Blackburn Hamlet along Innes Road.

1.2 In an ideal world, of course, the combination of an expanded public transport system and measures to discourage through traffic (e.g. more traffic lights, pedestrian crossings and reduced speed limits), coupled with an increased inclination among citizens to put the common good before individual convenience, would probably mean that the existing road network, albeit minimally upgraded, should suffice for the foreseeable future.

1.3 However, at the present time, the individual's right to drive to and from his or her work in his or her own private vehicle is regarded as sacrosanct. This means that a bypass of Blackburn Hamlet becomes an urgent priority.

1.4 The question is thus no longer: "Is a Blackburn Hamlet bypass really necessary?" Instead it is: "What is the most sensible routing for such a bypass?"

2. PROPOSAL

2.1 Environment Blackburn believes that there is an acceptable routing that HAS NOT BEEN CONSIDERED AT ALL SO FAR, namely:

a) Mer Bleue Road southwards from its junction with Innes Road to its junction with Fourth Line Road;

b) Westwards along Fourth Line Road until it crosses the now-disused and dismantled CPR railroad track;

c) Westwards along the railroad track, across Anderson Road, to a point at which a junction would be made with the extension of Blair Road due South (from its junction with Innes Road) to join up with Walkley Road.

2.2 We would also wish to propose that the existing bypass routing (Innes/Kemp/Renaud/Anderson/Innes), which incidentally attracts at the present time quite a lot of traffic, should be upgraded and given priority (e.g. lights at the junction of Anderson Road with Innes). This would provide a back-up bypass for Blackburn Hamlet.

2.3 The attached map sets out our proposal.

...2

58 Glen Park Drive, Gloucester K1B 3Z2
Telephone: 837-6772

3. JUSTIFICATION

3.1 Our proposal has a MAJOR advantage over the tight (i.e. close to Southern property lines in Blackburn Hamlet) bypass proposal that is under consideration. It does NOT necessitate any large scale and irreversible DESTRUCTION of valuable park and recreational land in the Greenbelt, since most of the routing would be along existing roads or quasi-roads (i.e. railroad bed).

3.2 Another likely advantage is in COST, since our proposal means less totally new road; indeed if environmental damage is properly factored in to the equation, the cost of our proposal would be CONSIDERABLY LESS.

4. CONCLUSION

4.1 The situation has evolved significantly in the 20 years or so following the conception of a Blackburn Hamlet bypass. Enhancement of the environment, or at the least an unwillingness to sanction further degradation, is now a priority among citizens and their elected representatives as much in Canada as in other parts of the world. More and more people realize that land and natural resources must be nurtured and cherished rather than carelessly exploited as an infinitely renewable resource.

4.2 There is also the possibility that one day the use of individual vehicles for commuting to and from work will prove economically and socially unacceptable.

4.3 Over the past 20 years the land to be destroyed by the proposed tight bypass (if implemented) has become an attractive combination of mature woodland, open fields and dense bush, with, at the western end, a large and well-used sports area.

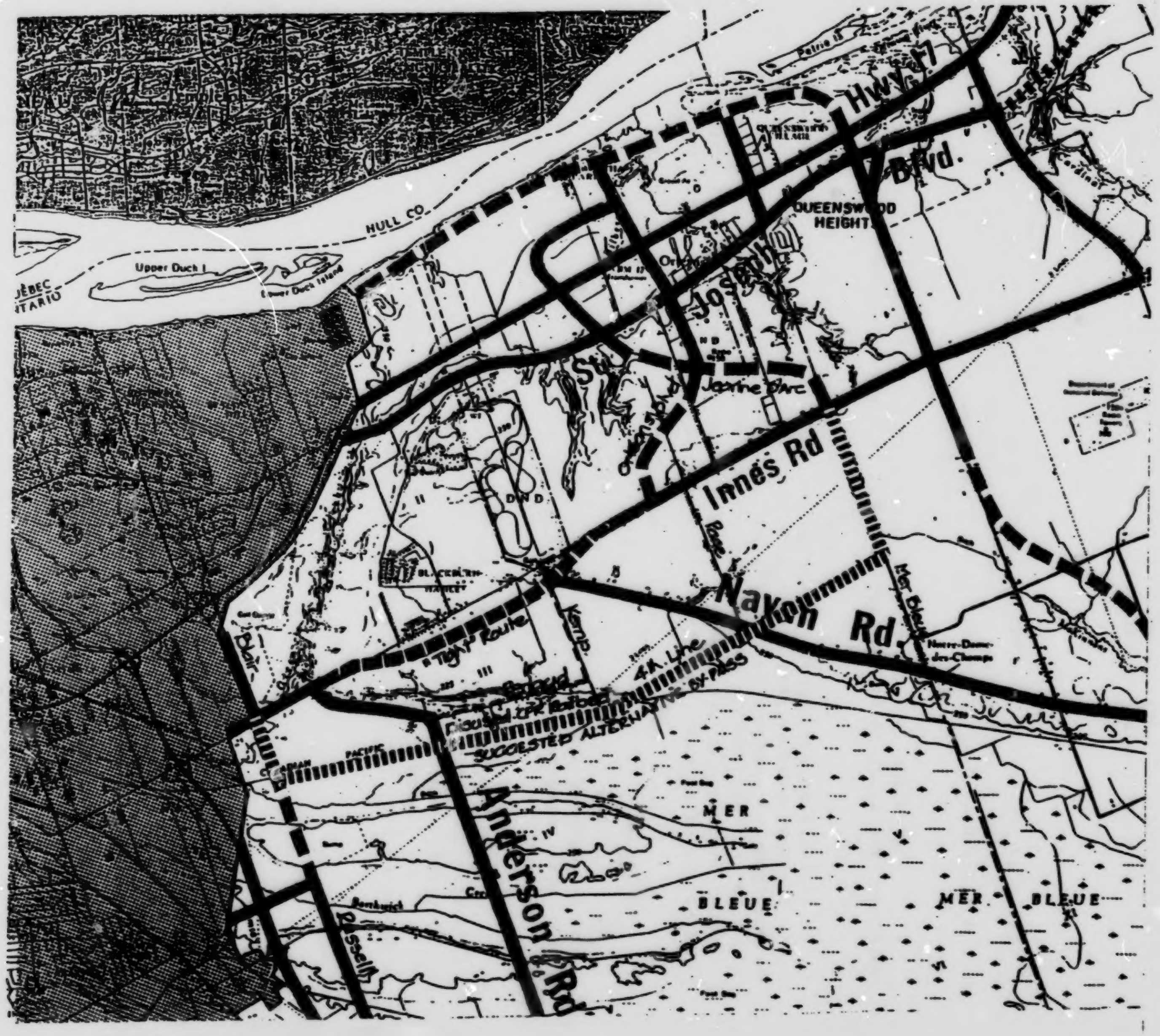
5. RECOMMENDATION

5.1 Common sense dictates that before anyone approves expenditures of the order of $10 to $15 million, if not more, they should seriously reconsider the wisdom of such a step. We strongly recommend that an updated cost/benefit analysis of the various alternatives (including our proposal) be undertaken before any further action on this issue be taken. We will be glad to participate in the design and execution of such a study.

*****

Environment Blackburn is an Association of residents of Blackburn Hamlet who wish to conserve the natural character and environment of the Region. Further information is available from our Executives:

President:	James Pfeifer 837-6772
Vice Presidents:	Claire Coakeley 824-7342 Arlene Cornfield 824-2882 Patrick Martin 837-2402 William Bain 830-5856


Hwy 17
Blvd.
QUEENSWOOD HEIGHTS
HULL CO.
Upper Duck I.
Lower Duck Island
QUÉBEC
ONTARIO
St. Joseph
Jeanne d'Arc
Innes Rd
Page
Mer Bleue
Navan Rd.
Notre-Dame-des-Champs
"Tight" Route
Renaud
Kemp
4th Line
Disused CPR Railbed
SUGGESTED ALTERNATIVE BY-PASS
BLACKBURN HAMLET
Anderson Rd
Russell
MER BLEUE
MER BLEUE

ENVIRONMENT BLACKBURN

SUGGESTED ALTERNATIVE ROUTE FOR BLACKBURN HAMLET BY-PASS

LEGEND:

▬▬▬▬	City of Gloucester's "tight" route through Greenbelt.
▮▮▮▮▮▮	Environment Blackburn's suggested alternative route by upgrading existing Mer Bleue and 4th Line Roads and utilising disused CPR railbed linking to proposed Blair Road spur.
----	Suggested Orleans Blvd. link using existing Innes, Kemp, Renaud and Anderson Roads.

↑ N

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ENVIRONMENT BLACKBURN

ARTICLES OF ASSOCIATION

Dated at Blackburn Hamlet in the City of Gloucester, Ontario, this 12th day of December, 1986.

We, the undersigned, hereby create an Association, to be called

ENVIRONMENT BLACKBURN

with its offices to be located in the City of Gloucester in the Province of Ontario.

I. OBJECTS

1. The objects of the Association are to conserve the natural character and environment of the region of the City of Gloucester through the review of transportation planning and implementation and the initiation of action to ensure that transportation routes within the region meet the needs of its citizens and result in a minimum negative impact in the environment.

2. To further its objects the Association may

   a) disseminate information on environmental and transportation issues of concern to the region,

   b) provide advice to persons and relevant municipal, provincial and federal governments and agencies, and

   c) initiate legal or other processes deemed necessary by the Association to safeguard the region from actions or activities which are recognized by the Association as having a potentially detrimental impact on the natural character or environment of the region.

II. MEMBERSHIP

1. Any person may, on the approval of the Executive Committee, become a member of the Association on the payment of an annual membership fee of not less than $25.00.

2. A corporation, organization or association may, on the approval of the Executive Committee, become a member of the Association on the payment of an annual membership fee of not less than $200.00.

3. TheExecutive Committee may vary the fees required for membership.

4. Any member may resign from the Association at any time but membership fees are not refundable.

III. DIRECTION

1. The affairs of the Association shall be directed by an Executive Committee consisting of a President and up to six(6) Vice Presidents elected annually by the members.

2. The members of the first Executive Committee shall be elected for a term of six months.

3. The Executive Committee acts on behalf of the members and has responsibility for the management of the business affairs of the Association and for its policies between meetings of the members.

4. The Executive Committee shall designate members of the Committee to be responsible for the keeping of minutes and records, finance, special studies, media relations and the conduct of legal actions.

5. The Executive Committee may appoint from the membership of the Association up to two(2) directors to serve on Executive Committee to undertake special projects or ongoing activities but such appointments shall be subject to the approval of the members at the next meeting of members held after the appointment.

6. If a vacancy occurs on the Executive Committee between meetings of the members the Executive Committee may appoint a member to fill the vacancy until the next meeting of members.

IV. FINANCE

1. The Association shall not incur debts beyond those required expenditures incurred on a monthly basis for on going activities of the Association.

2. All cheques or orders for payment made on the account of the Association shall be signed by two designated members of the Executive Committee and appropriately documented.

3. The financial responsibility of any member for the Association's obligations shall not extend beyond the amount subscribed by the member for the Association's activities.

4. Members may contribute additional amounts for the on going activities of the Association.

V. MEETINGS

1. The mebers of the Association shall meet at least once in each year.

2. Additional meeings of the Association may be called by the President or by any three (3) members and shall be convened within one week of the meeting call.

3.At each annual meeting of members the Executive Committee shall present a detailed financial report on the Association's activities.

4. The Executive Committee shall meet at least once in each month and may conduct meetings by telephone conference call.

VI. VOTING

1. The activities of the Association are determined by a majority vote of members present at a meeting of the Association.

2. A quorum for any meeting of members is 30% of the members present at a meeting, and for any Committee of the Association a quorum if 50% of the membership of the Committee.

VII. AMENDMENT

The Articles of Association may be amended by a 2/3 majority vote of members present at a meeting after the mailing of written notice of intention to amend the Articles delivered to members at least one month prior to the date of the meeting at which the amendment is to be considered.

VIII. DISSOLUTION

1. The Association may be dissolved by a 2/3 majority vote of members present at a meeting after the mailing of written notice of intention to dissolve the Association delivered to members at least one month prior to the date on which the dissolution vote is called.

2. A member may vote on the question of dissolution only if the member has been in good standing with the Association for a period of one year or longer.

3. In the event of dissolution of the Association the financial reserves of the Association shall be returned to the members pro rata in accordance with each member's subscription to the Association during the current year.

IX. OFFICES

The offices of the Association shall be at a location in the City of Gloucester designated by the Executive Committee.

* * * * * * * * * * * * * * * * * * * *

48 Glen Park Drive
Gloucester, Ontario
K1B 3Z2

November 28, 1986

Mr. Harry Allen, Mayor
City of Gloucester
P.O. Box 8333
Gloucester, Ontario
K1G 3V5

Dear Mr. Mayor:

I am writing to express my dismay on being informed that Gloucester City Council has apparently reached agreement with the National Capital Commission on a number of issues, one of which is an understanding on the routing for a Blackburn Hamlet by-pass, South of Innes Road, and close to property lines in Glen Park Drive and Orient Park Drive.

I remember well the uproar we lived through over 10 years ago, which eventually led to our Community Association and the Gloucester Council agreeing to oppose any by-pass closer than Renaud Road. What amazes me is that not only does the issue seem to have resurfaced again but also some authorities involved in this issue appear to be pushing yet again for a routing for the by-pass that is clearly against the wishes of a large number of concerned citizens.

I also remember how we tried in vain to convince the planners advocating a by-pass that the underlying projections were questionable, our view being that if steps were taken to penalize cars in favour of busses, existing plans to upgrade and extend the Queensway to Orleans would and should be sufficient. Eventually the authorities agreed on the least objectionable routing for a by-pass (Renaud Road) and that work would not commence for several years.

More than 10 years later, Innes Road has a lot more use, with unbroken traffic lines during peak hours. It takes me longer (up to an hour now) to get to my office in Hull by bus, but this is a minor inconvenience. However, it is surprising to note that almost all vehicles in peak hours continue to be cars, most of which still have only one occupant. It seems obvious that if, for example, single occupant vehicles were eliminated during peak hours, there would be no traffic problem on Innes Road, and probably not on the Queensway as well. (While waiting for the bus this morning, I noticed that single occupant vehicles outnumbered others by roughly 3 to 1, and that only 1 in every 100 vehicles contained more than 2 occupants).

...2

I am thus astounded that those who continue to advocate a by-pass still refuse to recognize that it would be much more practical and cheaper to address the cause of the present relatively short-lived traffic congestion on Innes Road than to try to alleviate the symptoms and thereby only encourage the escalation of the problem (better routes to down-town Ottawa will merely attract more drivers).

I urge you therefore to insist that the questions of traffic flows and composition, and alternative ways of coping with them, be restudied (how many drivers are in fact headed not for the Centre but for the South and West, in which case a southern circular route, if anything, might be more helpful than improved access to the Centre?) before any further work is undertaken on the planning of any by-pass. Such a study must be conducted with the full participation of concerned citizens.

I am confident that a thorough updated study would show that the costs now involved (millions of dollars for construction, loss of amenities, such as the very popular playing fields of Tauvette Park) would far exceed the benefits (a saving of 10-20 minutes in going to or returning from the office?).

Please may I learn what you think.

Yours sincerely,

Alan William Bain

Alan William Bain

P.S. I am taking the liberty of sending a copy of this letter to the following people:

Mrs. Jean Piggott, Chairman, National Capital Commission
Mr. Barry Turner, MP
M. Gilles Morin, MPP
Mr. Andrew Haydon, Chairman, Regional Municipality of Ottawa-Carleton
Mr. Ed Campbell, Alderman, City of Gloucester Council
Mr. Keith Spicer, Editor, Citizen

Ontario
LEGISLATIVE ASSEMBLY

2057, ch. Meadowbrook
Gloucester, Ontario
K1B 4W7

Le 5 décembre 1986

Monsieur Alan William Bain,
48, promenade Glen Park,
Gloucester, Ontario.
K1B 3Z2

Monsieur,

J'ai reçu votre lettre datée le 1er décembre 1986 exprimant votre objection au retour routier ceinturant Blackburn Hamlet.

Les exposés et soucis de mes commettants me sont indispensables et je vous remercie d'apporter ce fait à mon attention.

Veuillez croire, Monsieur Bain, à l'expression de mes sentiments les plus sincères.

Gilles E. Morin
Carleton-est

ENVIRONMENT BLACKBURN . 68 Glen Park Drive . Gloucester K1B 3Z2
Telephone : 837 6772

* *

15 December 1986

Mr. Harry Allen,
Mayor,
The City of Gloucester,
4550 Bank Street,
Gloucester, Ontario

Dear Mayor Allen,

For your information I am enclosing a Press Release prepared today by Environment Blackburn respecting the proposed bypass south of Innes Road.

We continue to hope that you and your colleagues on City Council will not proceed with this option.

On behalf of our members may I take this opportunity to extend to you and your colleagues on Council our compliments of the season.

Yours very truly,

James Pfeifer
President

cc. Members of City Council. City of Gloucester
Kelly, Howard & Santini

ENVIRONMENT BLACKBURN . 68 Glen Park Drive . Gloucester K1B 3Z2
Telephone : 837 6772

* *

15 December 1986

PRESS RELEASE

A group of Gloucester residents concerned with issues of the environment and transportation in the region have formed an Association, **ENVIRONMENT BLACKBURN**, to advise and assist residents and governments in the region on these vital issues. The first concern of Environment Blackburn is a proposed bypass road which could run southeast of Innes Road from Cleroux Road at the east of the Hamlet, across Navan and Kemp Roads and westerly parallel to existing property lines on Orient Park Drive and Glen Park Drive to rejoin Innes Road near the Regional Detention Centre and approximately in the middle of the existing soccer and baseball fields.

The proposed bypass road represents a substantial outlay of taxpayers' money and does not solve any of the current traffic problems of Blackburn Hamlet, Orleans or Cumberland. If the bypass is completed it will stand as an embarrassing BLIP, negatively impacting on the environment, resulting in the expropriation of residential property, denying access of all area residents to the greenbelt at a key point, and leading regional traffic on a meaningless diversion from a badly maintained regional road back onto the same road just before the same bottlenecks which currently are inflicted on commuters.

Environment Blackburn believes that the solution to regional traffic problems must be viewed in the context of the entire Capital Region. A deep southern ring road directed southerly through existing road allowances and connecting the region's eastern, southern and western communities to each other and to the centre of Ottawa can be a solution. Residents, businesses and community groups are urged to band together to ensure that our tax monies are not expended on the type of simplistic, band-aid solution to our traffic problems represented by the proposed bypass.

The elected Executive Committee of Environment Blackburn:
President - James Pfeifer (837 6772); Vice Presidents - Claire Coakeley (824 7343), Arlene Cornfield (824 2882) and Pat Martin (837 2402).

All citizens concerned with the environment of the region and the development of logical regional transportation plans which meet our needs are invited to call any member of the Executive for information.

Local THE OTTAWA CITIZEN • TUESDAY, DECEMBER 9, 1986

Agreement reached on road bypassing Blackburn Hamlet

By Richard Davey
Citizen staff writer

Gloucester and the National Capital Commission have reached a tentative agreement over a controversial bypass road to divert traffic around Blackburn Hamlet.

In announcing the agreement Monday, Gloucester Mayor Harry Allen said the proposed four-lane roadway, to run south of the community off Innes Road, is "our best effort."

The city has spent 16 years discussing how to deal with the growing traffic volume along two-lane Innes Road. The planned bypass has yet to be approved by city council and the NCC's board of directors.

It would begin on NCC property east of Cleroux Road and run south off Innes Road 100 metres south of Blackburn Hamlet, emerging back on Innes at a point east of the Ottawa-Carleton Regional Detention Centre.

"Council has said it won't (widen) Innes Road or put a highway through any community, but that it would protect the communities," Allen said.

"I think this proposed plan does that."

The plan also calls for a 120-acre park to be developed south of Blackburn Hamlet between the community and the bypass. Gloucester would lease the land from the NCC.

About a dozen residents who have houses on the southern boundary of Blackburn Hamlet appealed to council to reject the plan.

"This plan will destroy the environment in the hamlet," said group spokesman Peter Nelson. "People who bought houses on the southern edge for the rustic lifestyle and access to the NCC Greenbelt will now be denied those things.

Harry Allen

"Please consider other alternatives which haven't been explored." Following Nelson's appeal there was a tight-lipped period of silence as councillors appeared reluctant to debate the matter.

They are to debate and vote on the proposal at their meeting Monday.

Blackburn Hamlet residents had voiced their opposition to the proposal at a public meeting Dec. 2. They were concerned it would mean these properties would be expropriated.

"There always has been talk of some expropriation, but right now no one knows how much," Allen said in an interview after the council meeting.

"A lot of questions will be answered when the engineering department draws up a detailed plan."

Added the mayor: "The NCC has also agreed to enter into discussions about adding an east-west arterial hooking into Walkley Road and Hwy. 417 and about extending Blair Road south to meet up with the bypass."

If the plan is given the go-ahead it will likely be four years before construction starts and another 18 months until it is completed.

"If extra money becomes available then we will press for an earlier start date."

Gloucester had wanted the bypass route farther south, but the NCC rejected those options because it would enclose too much Greenbelt land.

ENVIRONMENT BLACKBURN . 68 Glen Park Drive . Gloucester K1B 3Z2
Telephone : 837 6772

* *

Sunday 4 January 1987

City of Gloucester,
4550 Bank Street,
Gloucester, Ontario

Attention : Mr. Harry Allen, Mayor
& Members of City Council

Dear Mayor Allen,

Re: Proposed Innes Road Bypass

We note that to date you have not replied to our solicitors' request for information and documents regarding the proposed Blackburn Hamlet bypass. However, we have received some documentation from the press who were given relevant material prior to the last meeting of Council, although our members and executive in attendance at the meeting received no such material.

This letter is to urge the Council once again not to expend taxpayers' monies on a bypass which will not be a solution to the continuing problems of East-Central traffic in the Capital Region. Over the past six years there have been assurances that a deep southerly route would be chosen to meet the needs of citizens who live east of our Hamlet. We believe that this is a matter of record in City Council and regional government files.

We strongly request that Council reconsider the environmental concerns and the transportation options from the east to other areas in the region. Our particular concerns are:

1. The construction of a close bypass will have a serious impact on natural lands and create a divisive barrier in the existing environment.

2. The proposed bypass will seriously inhibit access to the green-belt by all residents of Blackburn Hamlet and may, indeed, affect their access to the rest of the local region. We have not been advised on the alterations which will result on Innes Road if a bypass is constructed.

3. The proposed bypass will solve none of the existing traffic problems of residents living east of the Hamlet and appears to create new problems for residents of the Hamlet.

4. Businesses which currently service our community and are an important part of it, will be negatively and severely affected by the proposed traffic re-routing.

It is proposed that Council will negotiate with the Regional government for $250,000.00 to conduct engineering studies if the close bypass is approved. These monies would be better spent in focussing on the use and realignment of existing roads in the area prior to consideration of a new, highly questionable strip of asphalt to be laid down at our expense. There are options to connect our area to the south, west and central sections of our metropolitan region. We do not accept the assertion that the National Capital Commission cannot be swayed on this issue and we urge you to renegotiate and study other alternatives on behalf of the residents of the eastern area of the city.

In the interim we urge Council and the Region to examine the following issues:

1. The proposed agreement between Council and the NCC is highly tentative, particularly on the part of NCC. What is an agreement to consider granting a long term lease, what are favourable monetary terms, how do we identify trees "declared surplus" to NCC needs, what is an agreement to continue active discussions? What kind of real undertakings does Council have under the agreement and what can you tell us about them? It is, please remember, our money.

2. Why has regional government not maintained Innes Road properly, as a regional road designed to handle the traffic of the residents? This question does not imply that we advocate turning the road into a thruway as an alternative to a close bypass.

3. What will be the access of Blackburn Hamlet residents to Innes Road at the east end or the west end of the proposed bypass?

4. Where and when will the playing fields be relocated when they are destroyed by the western entry of the proposed bypass to Innes Road?

5. Why is there a reference in your internal documentation to "future development" of the area between the proposed bypass and the existing property lines on the south of the Hamlet? What kind of development is referred to?

6. Why does the proposed agreement with the NCC refer to the planting of trees (declared surplus), at taxpayers' expense? There are currently thousands of trees in the area in question. Are they to be bull-dozed, forcing us to pay for the planting of new ones?

* *

4 January 1987

We urgently ask that Council examine the concept of the close bypass in the context of the needs of our residents and of our neighbors to the east. We wish to go-on record as not recommending the conversion of Innes Road into a major thruway.

We have a community regarded as something of a model because of its design and location. Please endeavour to maintain its character while we all work together to protect our environment and consider sound alternative traffic solutions.

I must advise that, should Council proceed with approval of the close bypass, we have instructed our solicitors to take all necessary legal steps to oppose construction.

Yours very truly,

J. C. PFEIFER

James Pfeifer
President

cc. Andrew Haydon, Chairman, Regional Council
Jean Piggott, Chairman, National Capital Commission
M. Gilles Morin, MLA, Queens Park, Toronto
Barry Turner, MP, House of Commons, Ottawa
The Honourable Stewart McInnes, P.C., MP
The Press
Members
Messrs. Kelly, Howard, Santini & Co.

356

City of Gloucester/Ville de Gloucester
P.O./C.P. 8333
Gloucester, Ontario K1G 3V5

Gloucester

Harry Allen, C.A.
MAYOR MAIRE

January 8, 1987

Mr. James Pfeifer
President
Environment Blackburn
68 Glen Park Drive
Gloucester, Ontario
K1B 3Z2

Dear Mr. Pfeifer:

I acknowledge receipt of your letter dated Sunday, January 4, 1987 concerning the proposed Blackburn Hamlet Bypass. Please be advised that Mr. Burke on my behalf had responded to Mr. Kelly's letter on December 30th, 1986 and a copy is attached for your information.

For each Council meeting, we supply a complete agenda and supporting documents to the Press and the public. The latter copy is available on the podium that the public uses for presentations to Council. In addition, I believe it is fair to state that the proposed agreement between NCC and the City of Gloucester was available at previous Council Meetings and had been discussed publicly at those meetings as well as a public meeting in Blackburn Hamlet on December 2, 1986.

In addition to this, the Regional Municipality of Ottawa-Carleton, Transportation Department held an Open House on the Official Plan Review in the Orleans Recreation Complex on December 12, 1985. At this meeting a proposed urban roadway plan was displayed and discussed with the public. This plan included a new major transportation facility linking Innes Road in the Orleans area to the Walkley Road interchange on Highway 417 and a proposed Hunt Club interchange. I attach a copy of the summary of the Official Plan Review Discussion Papers and you will note on figure 4 that this new East/West Arterial, inclusive of a much thighter Blackburn Hamlet Bypass, is shown.

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I attach a page from the Bannar that indicates that the Blackburn Community Association was also involved in the Region's Review Process.

There is no question that the serious transportation problem that is becoming more evident, day by day, will be further exacerbated as population growth takes place in future years. On balance your Council must act in the best interests of the overall community and at the same time protect the Blackburn Hamlet community against a four-lane Innes Road Thruway. It would be difficult to provide sound attenuation protection for the residents close to such a transportation corridor but the Bypass some 600 feet away from the rear lot fences of properties on the south side of Orient Park Drive and Glen Park Drive can be protected by suitable berming and additional tree plantings. There will be budget funds approved by the Region for functional design by the Transportation Department and this will facilitate public meetings wherein many of the above matters will be discussed with the experts - public input is part of the process.

I believe that the decision taken by Council is an important first step that will contribute to solving a serious transportation problem facing the residents of Blackburn Hamlet and Orleans . By copy of this correspondence to Mr. Haydon, I am requesting that the Region keep you fully informed concerning reviews and public meetings on the functional design which will deal in greater detail with such matters as environmental protection, access, etc.

Yours sincerely,

Harry Alle

Harry Allen
Mayor

c.c. Members of Council
Mr. Andrew Haydon, Chairman, R.M.O.C.
Mrs. Jean Piggott, Chairman, N.C.C.
Mr. Gilles Morin, MPP, Queens Park, Toronto
Mr. Barry Turner, MP, House of Commons, Ottawa

48 Glen Park Drive
Gloucester, Ontario
K1B 3Z2

January 9, 1987

Mrs. Jean Piggott
Chairman
National Capital Commission
161 Laurier Avenue, W.
Ottawa, Ontario
K1P 6J6

Dear Mrs. Piggott:

I am writing to express my appreciation for your reply of December 23 to my letter of November 28 concerning the proposed Blackburn-Hamlet by-pass.

While the NCC is clearly not responsible for determining whether or not there is a need for a by-pass, surely you are not prepared to give up some of the land entrusted to your care without having verified properly whether or not the reasons advanced to you for such a cession are valid? If Gloucester Council decided on a need for a casino or country club (given the apparent competence and predilections of the majority of the present council, can anything be ruled out?) would you still hand over "your" land without asking any questions?

As for the Commission's view that the proposed alignment does the "least damage", may I please receive a copy of the study which reached this surprising conclusion. Surely the "least damage" would be caused by your doing absolutely nothing? At most times of the day, the difference between driving along Innes Road through Blackburn-Hamlet and taking an already existing by-pass route (Kemp/Renaud/Anderson) is only 2 minutes!

May I respectfully urge you not to include in any agreement with the Gloucester Council any cession of land for a Blackburn-Hamlet by-pass, but to insist that the responsible authorities undertake an updated study of the traffic problem (if any) in the Eastern part of the Capital region and all reasonable solutions to such a problem. Please come and see for yourself: I am sure that you will conclude that a new Blackburn-Hamlet by-pass will rank as one of the most unappetising dishes ever to be cooked up by obsolescent regional planners and gulped down by blinkered municipal politicians.

Yours sincerely,

Alan W. Bain

Alan W. Bain

Gloucester
P.O./ C.P. 8333
Gloucester, Ontario K1G 3V5

January 13, 1987

Mr. Alan William Bain
48 Glen Park Drive
Gloucester (Ontario)
K1B 3Z2

Dear Mr. Bain:

Thank you for your letter of November 28, 1986 on the by-pass.

While I appreciate your concerns in this matter, I truly believe that we have the choice of the so-called close by-pass or a four lane Innes. The latter will be imposed on us if we do nothing.

Neither the Mayor nor I were happy that we could only present the present alternatives at the recent meeting. However, we cannot allow the traffic conditions to remain unattended.

I have kept the Blackburn Community Association and the community informed of what has been happening and will continue to do so.

Yours sincerely,

Ed Campbell

Ed Campbell
Alderman - Gloucester Centre

EC/pm

4550, rue Bank St. (613) 822-7880
Gloucester, Ont.

The Corporation of the City of Gloucester La ville de Gloucester

1700 chemin Blair Rd. (613) 741-1360
Gloucester, Ont.

Gloucester
P.O./ C.P. 8333
Gloucester, Ontario K1G 3V5

January 13, 1987

Mr. John G. Cornfield
Ms. Arlene Cornfield
Mr. Steven Cornfield
Ms. Suzanne Cornfield
66 Glen Park Drive
Gloucester (Ontario)
K1B 3Z2

Dear Sirs and Madames:

I want to acknowledge receipt of the note which you sent to me expressing your views on the proposed by-pass of Blackburn.

We have reached the point where something must be done to deal with the traffic from the east. The NCC has remained firm over the years and it comes to a choice of accepting a close by-pass or going to a four lane Innes Road. A four lane Innes will happen if we do nothing.

A four lane Innes is totally unacceptable. To those who live on it, it would be destructive. While we can protect you from any ill-effects of a by-pass, we cannot do that for people who are adjacent to Innes. I invite you to look at Innes and consider your views were you to reside on that road.

The by-pass is a viable proposal and will take the traffic out of Blackburn. It will have a beneficial effect for all of the community.

Yours sincerely,

Ed Campbell

Ed Campbell
Alderman - Gloucester Centre

EC/pm

361

Regional Municipality of Ottawa-Carleton

Office of the
Chairman

Municipalité régionale d'Ottawa-Carleton

Cabinet du
Président

January 19, 1987

File 1166

Mr. Alan William Bain,
48 Glen Park Drive,
Gloucester, Ontario.
K1B 3Z2

Dear Mr. Bain:

Thank you for your letter of November 28, 1986 with respect to the Blackburn Hamlet by-pass.

The by-pass is one route that the Region approves and an alignment as close as is practical to the Hamlet is preferred by the Region.

The location that Mayor Allen has identified and successfully negotiated with the National Capital Commission is indeed extremely satisfactory and Mayor Allen should be complimented rather than condemned.

The growth of the eastern urban area is such that Queensway widening and improved busing will still fall short of the projected minimal growth projectioned requirements.

In addition, in order to alleviate the flow of traffic through Blackburn Hamlet, the by-pass is mandatory. The alternative is to contruct four lanes on Innes Road which will be more expensive and will not solve the long term needs.

Thank you again for your interest. I appreciate it.

Yours truly,

Andy Haydon,
Chairman.

ASH/ch

cc. His Worship Mayor Harry Allen

222 Queen Street, Ottawa, Ontario K1P 5Z3 (613) 560-2088 222, rue Queen, Ottawa (Ontario) K1P 5Z3

362

HOUSE OF COMMONS
CHAMBRE DES COMMUNES
OTTAWA, CANADA
K1A 0A6

J. BARRY TURNER, M.P., DÉPUTÉ
OTTAWA-CARLETON

JAN 26 1987

Mr. Alan William Bain
48 Glen Park Drive
Gloucester, Ontario
K1B 3Z2

Dear Mr. Bain:

I wish to acknowledge receipt of your recent correspondence outlining your concerns regarding the proposed Blackburn Hamlet Bypass.

I am aware of the issue and have been trying to assist in seeing a reasonable compromise reached. However, this issue is essentially a municipal matter, of which I have little jurisdiction.

I am encouraged to learn that the Gloucester Chamber of Commerce has recently formed a task force for the purpose of becoming informed and to make representations to the decision-makers. I believe this task force will ensure the community's needs and concerns are well represented.

Sincerely,

J Barry Turner

J. Barry Turner, M.P.
Ottawa-Carleton

P.S Now that Council has agreed in principle to the Bypass, there will be occasions for public input.

PARLIAMENTARY OFFICE — BUREAU PARLEMENTAIRE
ROOM 214, W.B. PIECE 214, E.O
OTTAWA, ONTARIO
K1A 0A6
(613) [illegible]

CONSTITUENCY OFFICE — BUREAU DE COMTE
2660 ALTA VISTA DRIVE, SUITE 206
OTTAWA, ONTARIO
K1V 7T4
(613) 521-4246

National Capital Commission
Commission de la Capitale nationale

Office of the Chairman
Cabinet du Président

January 28, 1987

Mr. Alan W. Bain
[illegible] Glen Park Drive
Gloucester, Ontario
[illegible] 3J2

Dear Mr. Bain:

Thank you for your letter of January 9, 1987 concerning the Blackburn Hamlet bypass.

The need for a bypass has been recognized for many years and reflected in the Regional Official Plan and in numerous intergovernmental discussions. As the eastern community grows, traffic on Innes Road can only increase. Though extension of the transitway system to Orleans and the implementation of traffic management techniques will help some, it appears very unlikely that they will negate the need for an upgraded Innes Road. I am sure you will agree that an upgraded Innes Road is better situated south of Blackburn Hamlet than through the middle of the community.

Of course doing nothing would cause the least damage, but doing nothing will not be a viable option for much longer.

Yours sincerely,

Jean E. Pigott
Chairman

National Capital Commission
Commission de la Capitale nationale

Office of the Chairman
Cabinet du Président

364

January 28, 1987

Mr. Alan W. Bain
46 Glen Park Drive
Gloucester, Ontario
K1B 3Z2

Dear Mr. Bain:

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The need for a bypass has been recognized for many years and reflected in the Regional Official Plan and in numerous intergovernmental discussions. As the eastern community grows, traffic on Innes Road can only increase. Though extension of the transitway system to Orleans and the implementation of traffic management techniques will help some, it appears very unlikely that they will negate the need for an upgraded Innes Road. I am sure you will agree that an upgraded Innes Road is better situated south of Blackburn Hamlet than through the middle of the community.

Of course doing nothing would cause the least damage, but doing nothing will not be a viable option for much longer.

Yours sincerely,

f. Jean E. Pigott
Chairman

161 Laurier Ave. West
Ottawa-Hull
Canada
K1P 6J6

161, avenue Laurier ouest
Ottawa-Hull
Canada
K1P 6J6

Canada

48 Glen Park Drive
Gloucester, Ontario
K1B 3Z2

February 16, 1987

Mr. Harry Allen, Mayor
1400 Blair Place
Gloucester, Ontario
K1G 3V5

Dear Mr. Mayor:

Thank you for your letter of January 30. While I appreciate that you are endeavouring to do what you consider to be in the best interests of the citizens of Gloucester, I must reaffirm my dismay that you are actively seeking the construction of a tight Southern by-pass of Blackburn-Hamlet. I remain opposed to such a by-pass because:

1) it will cost taxpayers a large amount of money (between $10 and $15 million, if not more);

2) the alleged benefits will never come close to the likely costs;

3) it will not encourage people to switch to public transportation;

4) it will not increase access between the Eastern and other parts of the Capital Region;

5) it is not even the least cost solution to the immediate problem (upgrading Kemp/Renaud/Anderson);

6) it will eventually prove irrelevant, since the long-term need is for a major Southern circular route, linking Orleans and Cumberland with the Southern and Western parts of the Capital Region;

7) it will create divisive ill-feeling in Blackburn-Hamlet, with a group of residents feeling betrayed by another group and by some of their elected representatives.

In conclusion, it seems incredible that after all the sensible things you have been doing for us, you should be so gung-ho for such a white elephant.

Yours sincerely,

Alan W. Bain

Alan W. Bain

48 Glen Park Drive
Gloucester, Ontario
K1B 3Z2

February 16, 1987

Mr. Harry Allen, Mayor
1400 Blair Place
Gloucester, Ontario
K1G 3V5

Dear Mr. Mayor:

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In conclusion, it seems incredible that after all the sensible things you have been doing for us, you should be so gung-ho for such a white elephant.

Yours sincerely,

Alan W. Bain

1400, place Blair Place
P.O. Box / C.P. 8333
Gloucester, Ontario K1G 3V5
(613) 748-4115

Harry Allen, C.A.
MAYOR MAIRE

Gloucester

February 16, 1987

Mrs. J. Garett
62 Glen Park Dr.
Gloucester, Ont.
K1B 3Z2

SUBJECT: BLACKBURN HAMLET BYPASS

Dear Mrs. Garett:

I acknowledge receipt of your correspondence of early December when Council was deliberating the proposed agreement between the National Capital Commission and the City.

This is an agreement in principle covering a number of transportation matters and also the protection of Blackburn Hamlet community. The leasing of some one hundred and twenty (120) acres of land immediately south of the rear lot lines of private property is a clear indication of our best efforts to protect the environment and the many enjoyable amenities in the area. The NCC is very involved and supportive of nature trails, etc. and yet it joined hands with the Region against the Anderson/Renaud Road alternative. The matter was therefore left in abeyance for a number of years (five) while a serious transportation problem worsened. We tried exceedingly hard in negotiations with NCC to get a compromise route further away than the initial alternative B. We worked hard to in effect double the distance but NCC would not cooperate and we were placed in a position of impasse and relunctantly had to settle for much less (20 additional metres to give a total of 200 metres). We could not responsibly walk away and leave the decision up to the Regional Council where others may not be as concerned about the adverse aspects of a four-lane Innes Thruway. We must keep in mind that Gloucester does not own the land nor will this loop-around-road be built by the City.

.../2

2/...

You also expressed some views about traffic routes. The Blackburn Hamlet Bypass is a component (Phase 1) of an east/west arterial from Orléans to Walkley/417. The Regional planners and transportation experts held a public Open House meeting at Garneau High School in December 1985 - please refer to the attached discussion papers and copy of a page from the Bannar. In addition Gloucester commissioned its own transportation experts (Delcan) to study the matter and they confirmed that an east/west arterial, with the Blackburn Hamlet Bypass as a first phase, was a very necessary transportation corridor that had to be proceeded with.

Further public input at the Region's Functional Engineering Design Open Houses and Hearings will be important. Many environmental aspects such as berming, additional tree planting, access, etc. will be addressed at that time. These meetings are well advertised.

There has been a lot of pressure to proceed with a decision at this time before the traffic situation becomes more exacerbated. All inputs from the community have been considered and I wish to thank you for expressing your views on such an important issue.

Yours sincerely,

Harry Allen.

Harry Allen
Mayor

HA/md

48 Glen Park Drive
Gloucester, Ontario
K1B 3Z2

February 19, 1987

Mr. Andy Haydon
Chairman
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Haydon:

Thank you for your letter of January 19, 1987 concerning the proposed Blackburn-Hamlet by-pass. I am very grateful that you took the time to answer my letter of November 28.

I am writing to you again on the same subject because I believe that your actions to date show that you are particularly keen to promote the rational development of the Capital Region, and to minimise the costs of achieving this.

I urge you to insist on a thorough review of the Blackburn-Hamlet by-pass proposal, before taking any serious further action on this matter. In my view the present proposal is totally unacceptable, because:

1) It will cost taxpayers a huge amount of money (between $10 and $15 million, probably more), which would be completely out of proportion to the alleged benefits (the saving of a couple of minutes for drivers?)

2) It will do absolutely nothing to encourage the switch to public transportation, in which the region is making massive investments.

3) It will not increase access between Orleans/Cumberland and other parts of the Capital Region.

4) It is not even the least cost solution to the problem; such a solution would be upgrading the existing alternative route (Kemp/Anderson/Renaud), with the possibility of traffic access limitations.

5) It will eventually prove totally irrelevant, since the long-term need is for a major Southern circular route, linking Orleans/Cumberland with the Southern and Western parts of the Region.

...2

6) It will create divisive ill-feeling in Blackburn-Hamlet, with a group of residents feeling betrayed by another group and by some of their elected representatives.

In conclusion, the proposed tight Southern by-pass of Blackburn-Hamlet has all the trappings of a white elephant. If the Region has indeed $15 + million to spend, surely you can find something more sensible and urgent?

Yours sincerely,

Alan W. B

Alan Wm. Bain

ENVIRONMENT BLACKBURN

May 25, 1987

Mr. Andrew Haydon, Chairman
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Haydon:

As the Vice-President and spokesperson for our organization, I would like to inform you that our group is vehemently opposed to the tight by-pass planned to be built south of Innes Road in Blackburn Hamlet. I have read in great detail the entire project of the official plan for Ottawa-Carleton and will quote certain pertinent passages in the course of this letter.

In order to allow us to express our opinions with more clarity, I have chosen to discuss the topic of the by-pass from three perspectives: Historical, Environmental and Practical.

In the fall of 1974, Mr. Brendan Reid and a few of his associates presented proposals for solving congestion problems along Innes Road. At that time, five options were presented. The first, a widening of Innes Road to a four-lane highway; the second, a tight by-pass through woods immediately south of Glen Park Drive; the third, a wider variety of the same route; the fourth, a still wider path, and the fifth, the use of existing roads (Anderson and Renaud) widened to accommodate increased traffic. Facts and figures were also presented at that time, the least expensive being a widening of Innes Road and the most expensive - I believe it was a figure of 7.2 million dollars (in 1974 prices!) would be the tight by-pass cutting through existing forest land.

There was much heated discussion at this first meeting and at subsequent meetings concerning this issue. Most of the residents did not favor a widening of Innes Road, since this would create a division of the Hamlet. As well, an equal number of vocal residents were opposed to the tight by-pass, because of the damage it would to to the environment.

68 Glen Park Drive, Gloucester K1B 3Z2 Telephone: 837-6772

These "open" meetings were attended by members of Gloucester Council and the Blackburn Community Association, whose job it was to record the various opinions concerning the by-pass. In 1981, the Blackburn Community Association went on record as supporting the widest by-pass, called Option E, a widening of Anderson and Renaud Roads. Following that endorsement, Gloucester Council also OFFICIALLY stated that it, too, would endorse ONLY Option E and no other.

In December, 1986, a meeting was called by Mayor Harry Allen and Edward Campbell, the alderman for Blackburn. These men explained to the audience that there were now two options to solve the problem of Innes Road congestion. The first was a widening of Innes Road to four lanes and the second was a tight by-pass! Many of the residents who were present at that meeting had also followed this issue since its inception in 1974, and could see no logic in this new presentation being made. We learned at a later date that there was an agreement being made with the National Capital Commission and that the tight by-pass was a part of the agreement. In other words, the City of Gloucester had arbitrarily opted for a route which they KNEW would be unacceptable to the residents of Blackburn Hamlet, rather than the route THEY THEMSELVES HAD ENDORSED in the early eighties! A first reading of the proposal was given on the following Monday at a city council meeting, to be followed by a vote and ratification the next Monday. During this one week period, our group was formed, we hired a lawyer, and spent the entire week on the telephone calling members of council to stop the vote. It should be noted, as well, that during this one-week period we obtained the signature of 532 people who were opposed to the tight by-pass and were willing to go on record as opposed to it. Although we were successful in postponing the final vote until after the Christmas holiday, the motion was passed in January, since many of the councillors felt that the over-all proposal between the N.C.C. and the City of Gloucester was a good one for their own constituents. Edward Campbell, who should have voted against the proposal (if he had taken into consideration the wishes of 532 members of Blacburn Hamlet) voted in favor of the tight by-pass.

From the environmental point of view, the destruction of "Blackburn Woods" would be an outrage, for it is the only fully wooded area in the Hamlet. These woods are used by local residents as well as children from day-care centres in the area. Indeed, many people I have spoken to say that they will move if a road is built there, because it would destroy the unique nature of the area.

Moreover, if you examine the configuration of Blackburn Hamlet on Schedule "C" of the Official Plan (Dec. 31, 1985), you will note that the Hamlet is bounded on the east side by a quarry and the National Defence Proving Grounds, on the west by Greens Creek - not a very suitable walking area - as well as by the Carleton Regional Detention Centre. In other words, only ;the southern portion of the Hamlet, the Greenbelt portion, is suitable parkland - indeed - THE ONLY PARKLAND WHICH EXISTS IN BLACKBURN HAMLET. It seems rather strange that the mayor is seeking to allot portions of land in Orleans which will be used solely for parkland, and yet he is willing to put a road through the only parkland in the Hamlet. In Discussion Paper No. 10 of the Official Plan Review entitled "Environmental Constraints" it is noted on the map at the end of the book that the Blackburn Hamlet area is located in what is referred to as an "unstable slope" (article 4.3, page 9). The comments made by M.A. Klugman and P. Chung with regard to these slopes are the following: "those slopes are unsuitable for construction and will require extreme remedial measures based on careful geo-technical investigations." Is it really wise to consider putting in a road where such conditions exist? In Discussion Paper No. 11 entitled "Environmental Protection", you clearly spell out in your introduction on page 1, articles 1.0 and 2.0 that "a principle of good planning is to respect the natural constraints which the environment imposes.". There is a great constraint which exists with regard to Blackburn Woods, and once they are destroyed, it will be too late to regret the error. I note, as well, that in your "Summary of briefs received in Response to the Discussion Papers" (July, 1985) that W.K. Gummer of the Ottawa Field Naturalists' Club stated in article 5.2, page 3, "We are concerned about the Walkley-Innes connection as it will pass through Greenbelt lands." Moreover, in the same summary, Robert Madill, President of the Blackburn Community Association stated, "We support the proposal to link Innes Road at Orleans to Walkley Road Interchange on Highway 417." Mr. Madill, in keeping with the desires of the community, did not mention any by-pass, because he knew that the Community Association had supporteda far by-pass in the early eighties, as we have mentioned in another part of this letter.

What realistically is to be done about this problem? On the one hand, we have congestion on Innes Road and a solution must be found. On the other, we have Blackburn Woods which MUST be preserved for future generations to enjoy.

It would seem to us that the only viable solution is to consider an extension of Jeanne D'arc Boulevard past Innes Road, crossing farmland which is now unused, avoiding at all costs the need to expropriate any property along Cleroux Road, and swing that road towards the 417, or join it to Renaud-Anderson. You may be interested to know that, at the present time, there are cars using Anderson-Renaud going east in the evening, so that they can avoid bottlenecks in the centre of the Hamlet. If a stop light were placed at the corner of Anderson and Innes, this would allow a better flow of traffic, both in the mornings and the evenings. It is also entirely possible that the construction of the transitway to Orleans, with park-and-ride stops along the way, will eventually solve the congestion problems we are experiencing at this time on Innes Road.

Whatever your decision may be, you should know that we as a group will continue to oppose a tight by-pass, because it is environmentally an unsound alternative to traffic problems. We intend to be present when the environmental studies are carried out, and we will present a brief at that time.

While waiting, I would suggest that you take a trip to Blackburn Woods to see for yourself just what this debate is all about. Too many political decisions are made in a vacuum, without any real knowledge of the facts. We would appeal to your better judgement not to make such an error.

Claire T. Coakeley
Claire T. Coakeley
Vice-President and Treasurer
ENVIRONMENT BLACKBURN

C.C. Mrs. Jean Piggott
Mr. Harry Allen
Mr. Edward Campbell
Mr. Gilles Morin
Mr. Keith Spicer
Mr. Barry Turner

375

GILLES E. MORIN, M.P.P.
Carleton East/Est
Legislative Building
Hôtel du gouvernement
Queen's Park
Toronto, Ontario
M7A 1A2
(416) 965-8352

Ontario
LEGISLATIVE ASSEMBLY
ASSEMBLÉE LÉGISLATIVE

Constituency Office
Bureau de Circonscription
2057 Chemin Madowbrook Road
Gloucester, Ontario K1B 4W7
(613) 749-9941

June 1, 1987

Mrs. Claire T. Coakeley,
Vice-President and Treasurer,
Environment Blackburn,
68 Glen Park Drive,
Gloucester, Ontario.
K1B 3Z2

Dear Mrs. Coakeley:

I have received the copy of your May 25th letter, original of which was sent to Mr. Andrew Haydon, Chairman of the Regional Municipality of Ottawa-Carleton, expressing the views of Environment Blackburn with respect to the planned by-pass.

I have read the views expressed in your letter with great interest, Mrs. Coakeley, and I wish to thank you for sending me a copy.

Yours sincerely,

Gilles E. Morin, M.P.P.
Carleton East

276

Regional Municipality of Ottawa-Carleton

Office of the
Chairman

Municipalité régionale d'Ottawa-Carleton

Cabinet du
Président

June 30 1987.
File 1166

Ms. Claire Coakeley,
Vice-President and Treasurer,
Environment Blackburn,
68 Glen Park Drive,
Gloucester, Ontario,
K1B 3Z2

Dear Claire:

Re: Blackburn Hamlet Bypass

I refer to your correspondence of the 25 May 1987.

The selection of the location for a bypass of Blackburn Hamlet has been a difficult issue to resolve.

The study, carried out by the Regional Municipality of Ottawa-Carleton (RMOC), and completed in 1980, recommended that a bypass be located approximately 160 m (550 ft.) south of the community.

This location had the support of the National Capital Commission (NCC), the dominant property owner in the area, and who were active participants in the study process.

There was strong support expressed at Regional Council for the bypass to be located along Renaud Road and Council did not come to a final decision on location but left it up to the City of Gloucester to negotiate with the NCC a more southerly location than that originally recommended.

Agreement has now been reached between the City of Gloucester and the National Capital Commission to locate the bypass with the southern limit approximately 700 ft. south of the community. To have achieved a shift of this magnitude is certainly a major improvement.

I feel that the next step is to accept the alignment as now proposed, and get on with more detailed design work and eventual construction at the earliest possible date.

In the detailed design work, which has yet to be done, every effort will be made to minimize the impact on the natural environment which you mention in your letter.

I believe the issue is now a simple one. Either we provide a bypass of Blackburn Hamlet generally as agreed to between the National Capital Commission and the City of Gloucester or Innes Road is widened through the Hamlet. The bypass is obviously the better solution for the residents of Blackburn Hamlet as a whole.

RMOC staff will be initiating a study in the very near future to update the information within the corridor and to develop a functional plan and profile along the route generally agreed to between the NCC and the City of Gloucester.

The study is expected to be completed in the Fall when there will be an "Open House" within the community.

Should you have any further questions, please call Brendan Reid at 560-1294, who is the project manager.

Your interest in this matter is appreciated.

Yours very truly,

Andy Haydon,
Chairman.

/mhb

373

HOUSE OF COMMONS
CHAMBRE DES COMMUNES
OTTAWA, CANADA
K1A 0A6

J. BARRY TURNER, M.P., DÉPUTÉ
OTTAWA-CARLETON

[illegible] 1[illegible] 1987

Ms. Claire T. Coakeley
Vice-President & Treasurer
Environment Blackburn
68 Glen Park Drive
Gloucester, Ontario
K1B 3Z2

Dear Ms. Coakeley:

I wish to acknowledge receipt of a copy of a letter you wrote to Andrew Haydon, Chairman, Regional Municipality of Ottawa-Carleton regarding your group's opposition to the by-pass planned to be built south of Innes Road in Blackburn.

Thank you for taking the time to keep me informed.

Sincerely,

J Barry Turner

J. Barry Turner, M.P.
Ottawa-Carleton

PARLIAMENTARY OFFICE — BUREAU PARLEMENTAIRE
ROOM 214 W.B. PIECE 214, E.O.
OTTAWA ONTARIO
K1A 0A6
(613) 996-0884

CONSTITUENCY OFFICE — BUREAU DE COMTE
2868 ALTA VISTA DRIVE, SUITE 206
OTTAWA, ONTARIO
K1V 7T4
(613) 521-4248

PETITION

We, the undersigned, as residents of Blackburn Hamlet and taxpayers of the city of Gloucester, strongly oppose the construction of the proposed by-pass immediately south of existing property boundaries and earnestly petition the Council of Gloucester to consider other alternatives.

	NAME	ADDRESS	TELEPHONE NUMBER
1.	MARY EDWARDS	44 GLEN PARK	824-5490
2.	Françoise Kelly	43 GLEN PARK	830-7780
3.	JEAN ST-LOUIS	65 GLEN PARK	824-9856
4.	[illegible] Dawson	57 GLEN PARK	824-8782
5.	Kim Dawson	57 Glen Park	824-8782
6.	Pat [illegible]	59 Glen Park Dr	824-1907
7.	[illegible]	" " " "	" —
8.	[illegible] Jazini	63 Glen park Drive	824 6468
9.	Lise St-Louis	65 GlenPark Dr.	824 9856
10.	Jacqueline Medill	50 Glen Park Dr	824 7655
11.	[illegible]	70 Glen Park Dr.	824 7343
12.	C. Coakeley	70 Glen Park Dr.	824-7343
13.	Jennifer Pfeifer	68 Glen Park.	837-6772
14.	[illegible]	68 Glen Park	8376772
15.	Nicole Pfeifer	68 Glen Park	837-6772
16.	[illegible]	66 Glen Park	824-2882
17.	Suzanne Cornfield	66 Glen Park	824-2882
18.	[illegible] Cornfield	66 Glen Park	824-2882
19.	Brenda Martin	64 Glen Park	837-2402
20.	[illegible]	58 Glen Park	837-2679

A TOTAL OF 529 SIGNATURES RECEIVED

380

#061

THE CORPORATION OF THE
TOWNSHIP OF OSGOODE
P.O. Box 130
Metcalfe, Ontario
K0A 2P0
Phone 613-821-1107

ALBERT BOUWERS
Mayor
DON REID
Treasurer
WAYNE ROBINSON
Clerk

BY COURIER

September 11, 1987

Regional Municipality of
Ottawa-Carleton
Planning Department
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention: N. Tunnacliffe

Dear Mr. Tunnacliffe:

Re: Draft Regional Official Plan

Please be advised that the Township will be unable to comply with the deadline set for receipt of comments concerning the above-mentioned subject.

However, these comments will be forwarded as soon as they become available.

Yours truly,

Wayne Robinson
Clerk

:mw

WR098

OTTAWA-CARLETON
[illegible]
4 1987
17
PLANNING DEPARTMENT

#062

381

Ministry of the Environment
Ministère de l'Environnement
Ontario

Southeastern Region
Région du Sud-Est

Mailing Address
PO Box 820
Kingston Ontario
K7L 4X6

Adresse postale
C P 820
Kingston (Ontario)
K7L 4X6

133 Dalton Avenue
Kingston Ontario
K7K 6C2
613 549-4000

133 avenue Dalton
Kingston (Ontario)
K7K 6C2
613 549-4000

10 September 1987

Mr. Nick Tunnacliffe
Director
Policy and Program Division
Planning Department
Regional Municipality of Ottawa-Carleton
222 Queen Street
OTTAWA, Ontario
K1P 5Z3

OTTAWA-CA[illegible]
RECEIVED
SEP 14 198[illegible]
/6
PLANNING DEPARTMENT

Dear Mr. Tunnacliffe:

Re: Regional Municipality of Ottawa-Carleton
Draft Official Plan
File Number: 06-DP-87007

The circulated draft Official Plan documents including:

1) Planning Department Recommendations to Planning Committee,

2) Transmittal Report to Planning Committee, and

3) Schedules A-M

have been reviewed by Ministry staff. A number of comments and recommendations are offered concerning matters within the mandate of the Ministry of the Environment.

The goals, objectives and policies of the draft Official Plan appear, for the most part, to acceptably address the current and future development needs of the Regional Municipality. We have no objections to the statements in Parts 1, 2, 3, 6, 8, 9 and 11 of the document. Comments are offered on the following Parts:

Part 4: Development in the Rural Area.

Part 5: Resource Area Policies.

Part 7: Environmental Constraints.

Part 10: Environmental Protection.

Part 4: Development in the Rural Area

The MOE concurs with and supports the stated objectives for development in the rural area. We share in the comment that:

International Year of Shelter for the Homeless
Année internationale du logement des sans-abri

"If private individual systems are to function safely and effectively in perpetuity, they must be developed in a way which does not adversely affect the quality or quantity of ground and surface water". There are several occasions where the Regional Official Plan identifies a desire for protection of groundwater. The proposed plan specifically indicates that development in the rural area is not to be permitted if groundwater quality is at risk.

The Ministry is also concerned with the effect of rural development, utilizing private sewage systems, on groundwater quality. Ministry Policy 15-08 is: - "The incorporation of the reasonable use concept into the ground water management activities of the Ministry of the Environment". The Policy identifies reasonable use of ground water and to what limit the discharge of contaminants on one property can affect the present or potential reasonable use of adjacent properties.

In municipalities or areas of municipalities identified by the Ministry, subdivisions with five or more lots will be subject to the Policy. We feel, however, that the Regional Municipality, to reinforce its plans and statements, could incorporate the Policy into its plan by requiring all developers of rural properties to address reasonable use in their hydrogeologic studies presently required.

Copies of the Policy and Notice 3/87, which provides a definition of large sewage systems, are provided.

Section 4.0 - 4.1

We concur with the policy statements in these sections.

Section 4.2.2.10

The term "hydrogeology study" has become something of a colloquialism in reference to private services development. It should be appreciated that the hydrogeology primarily involves the study of ground water including its quality and movement in relation to overburden and bedrock which is only one component of the study. Terrain analysis is another important part of the private services study. It may be appropriate to define "hydrogeology study" in broader terms or, alternatively, refer to it as a Private Services Development Study.

Section 4.2.2.10(b)

This section and subsequent sections (eg. 10.1.2.8.a) provide for evidence that the natural supply of water of sufficient quality and quantity is available to support the development and that the proposed development will not adversely affect the quality or quantity of existing wells in the area. This Ministry strongly supports this policy and recommends that existing water quality should be as good, or better than, the water quality parameters contained in the MOE Provincial Drinking Water Objectives.

It is our understanding that the intent of this policy is to ensure that the natural water quality meets minimum standards. If the Provincial Drinking Water Objectives are defined as the minimum standard it will reduce pressures to accept poorer quality water on the basis of private water treatment systems.

The MOE does not have a minimum quantity requirement for private well supplies; however, a minimum of 14 litres per minute (3 gpm) is usually accepted by mortgage companies and we concur with this lower limit.

Section 4.2.3.12

We agree with the 0.8 h minimum lot size. This lot size is consistent with the minimum lot size that is supported by the reasonable use concept.

Section 4.2.3.15

We do not agree with the rational for reducing lot size when a development contains certain recreational facilities or with the proposed averaging of lot sizes at 0.8 h since this approach often results in the undersizing of lots. It is preferred that a minimum lot size be established which will ensure that each lot contains sufficient developable area to accommodate the dwelling, a well, a sewage system and other desired ammenities (eg. pool area). Requests for private services development reports and site development plans will continue in this regard.

Section 4.2.4.18

With respect to Infilling Developments a policy should be developed which will prohibit the resubdivision of approved subdivision plan lots through the consent application process. The Ministry has experienced cases where large subdivision lots are subsequently severed into smaller lots.

Section 4.2.5.19 and 20 - Multiple Unit Development

Please refer to comments on Section 10.1.

Part 5: Resource Area Policies

Section 5.2

As noted in the Transmittal Report the Mineral Resources Section was the subject of a major amendment to the existing Official Plan. MOE does not disagree with the policies

062-4

established in the Section; however, your attention is drawn to the attached MNR/MOE/MMA accord on Pits and Quarries for future reference purposes.

Part 7: Environmental Constraints

Section 7.1

We concur with the objective of this section.

Section 7.2.1 and 2

We have no objections to these sections.

Section 7.2.3 - Policies for Noise

The noise policies are generally acceptable although clarification is required regarding Section 7.2.3.16 as to which agency will review the noise studies. Transport Canada would be the appropriate agency to review such reports since that agency is responsible for the development of the NEF/NEP mapping. The MOE would wish to be advised of the recommendations of Transport Canada, however, since other non aircraft related noise considerations may be involved. Also, MOE and MMA wish to ensure that the recommendations of the site specific noise studies are consistent with the policies of the Land Use Policy Near Airports 1978.

Section 7.2.3.20

It is recommended that this statement be expanded to read:

> "Council shall seek the advise of the Ministry of the Environment in implementing policy 19 for noise sources including Provincial highways, railways, airports and major industries but not necessarily Regional and local roads".

Part 10: Environmental Protection

Section 10

We agree with the identified Regional interests.

Section 10.1

We agree with the stated objectives.

Section 10.1.2

This Section reconfirms that "communal water systems are a Regional responsibility" but the statements are not clear on the matter of "ownership". It is our understanding that the Regional Act requires Regional ownership of "water works" as defined in the Ontario Water Resources Act. The matter of Regional versus private ownership of water works systems should be clarified. It is our recommendation that the Region retain ownership; however, we agree with the concept of an operating/maintenance agreement with the property owner(s), if desired by the Regional Works Department.

Section 10.1.2.7a and b

This Section requires that the operation and maintenance agreement for a private communal water system be executed "prior to the approval of the zoning by-law". It is unclear to this office if this statement allows an exemption for multiple unit development in areas not requiring a zoning change. It is important that the "ownership" and "operating/maintenance agreement" policies for small water work systems be applied to all multiple unit developments requiring water works approval. Similarly, it would be advisable in the case of private communal sewage systems that the area municipality retain ownership of the sewage system and enter into an operating/maintenance agreement with the property owner(s).

Section 10.1.2.8a

Previous reference is made to the Provincial Drinking Water Objectives as a basis for defining natural water quality requirements for private services development. A copy of the MOE publication "Water Management Goals, Policies, Objectives and Implementation Procedures", Revised May 1984 is appended.

Section 10.1.2.8b

We concur with the policy statement which requires that "the site can support the continued and safe operation of private sewage disposal systems". The requirements set out in the reasonable use concept provide for determination of the long term, safe operation of private individual services.

Section 10.1.2.9

This Ministry does not disagree with the requirements of this Section; however, it should be recognized that the statement implies that a site specific hydrogeological study could be required for each consent application.

Section 10.1.2.10

We have no objection to the proposed phasing of large subdivisions and agree that this procedure would allow better monitoring and control during the approval and development process.

Section 10.2 - Policies For Storm Water Management

MOE comments were provided on Official Plan Amendment #45 on June 15, 1987. You are referred to our previous comments in this matter.

Section 10.3 - Waste Management

We agree with the policies in this section.

The schedules have been reviewed and we have no objections or particular comments to offer on the plans.

If there are any questions concerning these comments and recommendations please do not hesitate to contact this office.

Yours truly,

W.C. Stevens, Evaluator
Approvals & Planning
Technical Support
Southeastern Region
/sh
Attachments
cc: Ministry of Municipal Affairs, 777 Bay Street, 14th Floor, TORONTO, Ontario M5G 2E5 Attn: Stephen Carty, Planner, Plans Administration Branch
- Ottawa-Carleton Regional Health Unit, Attn: P.D. Barton, Director
- Ministry of Natural Resources, Attn: M.S. Millar, District Manager, Carleton-Place District

ATTACHMENTS FOR BRIEF #62
ARE ON FILE IN PLANNING DEPT.

SUGGESTED CHANGES TO THE DRAFT REGIONAL OFFICIAL PLAN RE THE SOUTH URBAN AREA

I. On Schedule 'B'

The River Ridge Community in Gloucester should be designated as General Urban Area and Extensive Employment Area, generally in accord with the basic land use distribution proposed by the City of Gloucester in its draft Secondary Plan for South Gloucester.

II. Clause 2.2.2 should be revised to read:

"Lands inside the greenbelt, Kanata, Orleans, and the South Urban Community in Nepean and Gloucester are approved for devleopment, subject to policies set out elsewhere in this Plan. Wherever practicable, lands shall be kept in agricultural production pending urban development. No development may be permitted which would hinder the ultimate development of urban centres where indicated."

III. Clause 2.2.3 can be deleted. In lieu thereof, staff should be instructed to review and process coincidentally the Secondary Plans for the South Urban Community prepared by the Cities of Nepean and Gloucester, having regard for relevant Regional interests in land use, housing mix, employment, roads and transit, trunk services, open space and drainage.

IV. Clause 2.2.5 can be deleted.

V. Clause 2.2.6 should be revised to read:

"Municipal piped services may be extended to Urban Areas and to rural areas where specifically permitted on Schedule 'H' to this Plan."

VI. Schedule 'H' should indicate the general manner in which trunk services will be extended to the whole of the South Urban Community in Nepean and Gloucester.

#064

S. B. COLLINS M.D.
P.O. BOX 638
MANOTICK, ONTARIO
K0A 2N0

14 Sept 87.

Quality of Life in Residential AREAS.

Dear Planning Dep't,

My plea is that in planning traffic routes, the creation and preservation of good Residential areas will be a number 1 goal.

The foundation of a good RESIDENTIAL AREA is QUIETNESS and the ABSENCE of FRANTIC TRAFFIC. Parks and recreation areas are of less value in the absence of these 2 items.

Good residential areas result in good mental and physical health, which in turn increases creativity, which increases jobs, which increases income.

Poor mental and physical health destroys society with low productivity and tremendous expenditures on health Care and law courts.

My particular residential area is the River Road in Gloucester south of the airport. It is a high Revenue high Tax area that should be saved by making the River Road a Residential Street and Utilizing the LIMEBANK ROAD near the airport runways as a major Regional Road. Armstrong and Blais roads could form a ring road.

Gloucester Council accepted these ideas last winter, and we hope you will concur

Respectfully submitted
Burritt Collins.

#065

minto construction limited
440 LAURIER AVENUE WEST, SUITE 320, OTTAWA, ONTARIO K1R 5C4
TEL.: 782-2246 FAX: 782-2228

September 16, 1987

Mr. G. Hunter, Chairman
Planning Committee
The Regional Municipality
of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir:

Re: *Regional Official Plan Update*

We wish to express our appreciation to the Committee for providing us the opportunity of expressing our concerns with respect to the proposed Regional Official Plan. The comments which will be contained within this letter relate to a specific situation located within the east urban community. In terms of our concerns with respect to the Official Plan itself these will be expressed by the firm of G. M. Stamm and Associates on behalf of the Builder Developer Council of the Ottawa-Carleton Home Builders Association.

Firstly, we would like to commend both staff and the Committee for the process that has been followed to-date. We believe that the Official Plan's evolution from Regional Development Strategy to the 1985 Resource and Discussion Papers to the Transmittal Report and Draft Official Plan (May, 1987) has been an extremely constructive and useful planning exercise. It is tremendously important for our industry, the general public and members of Regional Council to realize the profound influence that the Official Plan will have upon the growth and continued economic vitality of the Region of Ottawa-Carleton up to the turn of the century.

It is against that back drop which we would support and urge the timely and well reasoned decision of Regional Council which will lead to an expeditious implementation of the policies, as modified by Committee and Council, of the updated Official Plan.

Minto Construction Limited is the owner of approximately 160 acres south of Innes Road, bounded on the west and south by the NCC Greenbelt, the east by Page Road and on the north by the back yards of a number of existing single-family dwellings and other land used fronting on Innes Road. The extent of the Minto holdings are illustrated on Map 1 which forms part of this letter. These lands form an integral part of the approximately 240 acres of designated urban residential lands located south of Innes Road. The Committee should be advised that on August 14, 1987, we filed with the Regional Planning Department an application for the draft plan approval of the Minto lands located south of Innes Road. It is our understanding that this plan is presently on circulation to various Regional Departments and interested agencies.

The draft Regional Official Plan and, in particular, the details contained on Schedule C1 - Future Urban Regional Roads Plan - have a profound impact on the lands shown on Map 1 attached. Schedule C1 identifies in the vicinity of our company's lands and to the south, east and west of Blackburn Hamlet, a proposed regional road labeled the Blackburn Hamlet By-Pass. The Committee will be aware that consideration of the need for this thoroughfare has occupied the time of Regional Council/Committee, Planning and Transportation staff, the City of Gloucester, staff at the NCC and residents of Blackburn Hamlet and vicinity for a number of years. Our company has been tracking this issue with a wary eye as to impact on our South of Innes Road Land holdings. Needless to say, we were caught by surprise by the route identified on Schedule C1 of the proposed Official Plan. The alignment designated on Schedule C1 had not appeared as part of the 1984 Official Plan review (Regional development strategy), the November, 1985 discussion and resource papers (either the Transportation Report No. 13 or the Summary Document prepared by staff) or the technical reports to the Steering Committee, Official Plan Review - Transportation Component (specifically "Task Y - Priority and Staging of Transportation Improvements"). These documents had described and denoted the Blackburn Hamlet By-Pass passing immediately to the west of the Minto lands through property owned by the NCC. The Committee may be aware that this alignment was secured by an agreement executed on January 7, 1987 between the City of Gloucester and the NCC and would provide for the eventual construction of Route "B" as identified by the Region's Consultants, McCormick, Rankin. It was on the basis of this information that we invested considerable time, efforts and resources in finalizing our development plans for the South of Innes Road lands.

When we received the draft Official Plan at the Planning Committee meeting on May 26, 1987, we were taken totally aback by the alignment of the Blackburn Hamlet By-Pass through our lands and the business parks of the City of Gloucester and the Township of Cumberland. Not only was this option never documented or discussed publically, it proceeds on a basis which appears contrary to agreements and understandings previously reached. The alignment shown on Schedule C1 passes immediately through the most southerly one-third of our proposed plan of subdivision. This routing effectively sterilizes a sizeable portion of our plan and raises real doubts as to its effectiveness from a planning perspective.

Over the past five years the East Urban Community has experience unparalleled urban growth. From our tracking of the market all indication points to a continuation of these trends. At the same time, the land supply available for development and the provision of new housing in the east end for the Region's citizens is becoming depleted. It has been recognized by the Region's Planning Department the development opportunities in the East Urban Community are limited to these lands and property located East of the Tenth Line in the Township of Cumberland. In fact, an estimate is contained in the transmittal report which forecasts the total development of the East Urban Community by the early 1990's. From our perspective, the designation of an alignment for the Blackburn Hamlet By-Pass through our property essentially removes these lands from the portfolio of lands available for development in the east end. The impact of this removal would be a heightening of the short- and medium-term land crisis which will be described by the consultant for the Builder Developer Council. Further, the acknowledged long-term need for the extension of the Blackburn Hamlet By-Pass to the Tenth Line in Cumberland would effectively remove these lands for an extended period of time. It is our position that this decision represents a hardship not only to our company but also to future residents of Gloucester and the Region and would result over the duration of the revised official plan in the elimination of between 1,500 and 2,000 residential units. In reviewing the lands available for development within the City of Gloucester it would be our opinion that these units would constitute the full extent of the City's urban development. The loss of this potential would result in the arresting of growth in Gloucester or more importantly translates to a significant loss to both the local and regional economies.

We continue to support the construction of the Blackburn Hamlet By-Pass to the west and the widening of Innes Road. We believe that this thoroughfare is needed now and we support the study programme which the Regional Transportation Department discussed with the public on September 4th in Blackburn Hamlet. We recognize the importance of Innes Road east of Blackburn Hamlet and believe this also had been acknowledged by both the Region and the City. This fact has been partially implemented through the acquisition of blocks of land to accommodate the widening of Innes Road. A decision to extend the by-pass to the east, south of Innes would presumably render the dedicated block redundant. If this would be the case then we take strong exception to the dedications which we have been required and are continuing to be required to make.

The Committee will no doubt be aware that this subject of a by-pass road has been a City and Regional issue for at least 10 years. A resolution satisfactory to a majority of interested parties was finally reached in January of this year through the agreement with the NCC. To have introduced a differing by-pass road alignment raises a concern with respect to the agreement between the NCC and Gloucester. It may be that the change proposed on Schedule C1 effective throws the previous agreement "out the window" and would require a entirely new set of negotiations with all parties. We would assert that such a situation would not be in the best interest of either the City or Region.

As an alternative, if Regional Committee and Council deem the easterly extension of the Blackburn Hamlet By-Pass as being essential, we would suggest that a differing alignment be designated. The thoroughfare should not pass through much needed residential or industrial lands but should be situated further to the south, at the edge of the Greenbelt or sited within an existing Ontario Hydro power corridor. Both options would ensure the easterly extension of the by-pass and at the same time reduce considerably the negative impacts in hardships which would result if the current alignment was fixed by the Region. A decision along these lines would enable the Region's planning process to continue while at the same time not interfere with the immediate development plans of our company or potential occupants within the Gloucester or Cumberland business parks.

We appreciate the opportunity provided by Committee and trust these comments will be of assistance in arriving at your decision regard the Official Plan and its components.

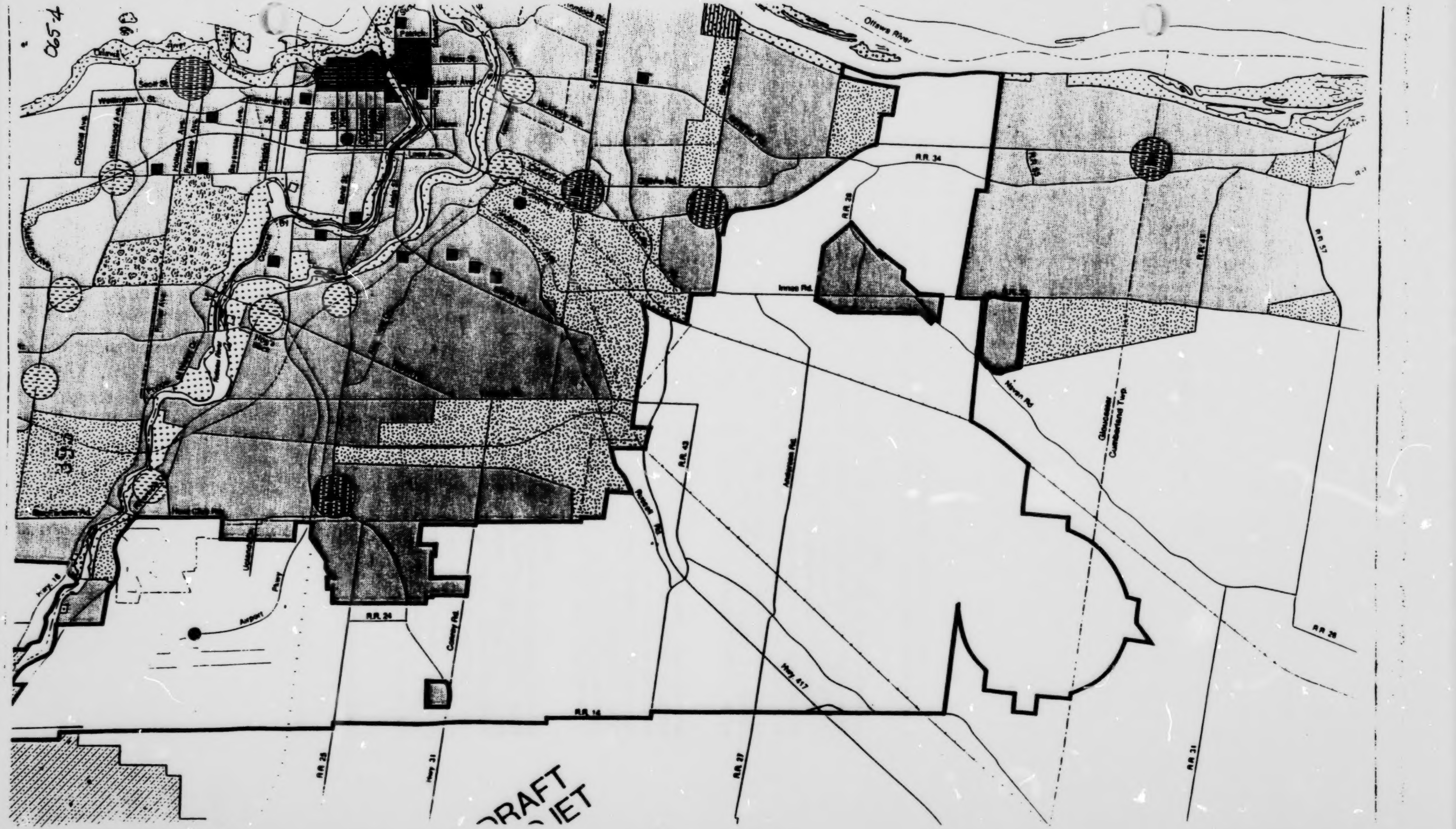
Yours very truly,

Minto Construction Limited

J. Michael Noonan, M.C.I.P.

JMN:tm

cc: Lewis Kruger
Chris Sherriff-Scott
Staff & Members of Transportation Committee


Ottawa River
Scott St.
Wellington St.
Churchill Ave.
R.R. 34
Innes Rd.
R.R. 28
R.R. 48
R.R. 57
Navan Rd.
Gloucester
Cumberland Twp.
R.R. 43
Anderson Rd.
Hwy 417
R.R. 24
Conroy Rd.
Airport Pkwy
Hwy 16
R.R. 14
R.R. 26
R.R. 27
R.R. 31
Hwy 31
DRAFT

#066

394

FEDERATION OF CITIZENS' ASSOCIATIONS
256 King Edward Avenue 2nd Floor
Ottawa, Ontario
K1N 7M1

Office of the Clerk
Regional Planning Committee
222 Queen Street
Ottawa, Ontario

September 16, 1984

RE: Regional Official Plan Review

Over the three years of involvement with the Regional Official Plan Review, the community groups that are now part of the Federation of Citizens' Associations have disputed the scale and extent of infrastructural growth proposed in publications by Regional planning staff. More infrastructure means a higher tax burden, both in capital and operational costs. The Region has justified such expenditure on the grounds of an unprecedented demand for residential land over the last decade. In 1984, we questioned the methodolgy of the "Regional Development Strategy" and suggested that criteria be developed to justify on an incremental basis, the need for additional roads, sewers, transitway extentions, and water pipes. This proposal for 'triggering mechanisms' in the Regional Plan was part of Council'sRecommendations on the Regional Development Strategy in December 1984.

Our subsequent criticism of the Phase II studies rested on our ongoing skepticism that the infrastructure needs had been demonstrated on the basis of RMOC population and employment projections. Even if such expenditures were ultimately justifiable, the planners had still not elaborated the 'triggering mechanisms' for such construction. The FCA is still unconvinced on both points. The remainder of this short brief will consist of our responses to RMOC staff's responses to our April 1986 submission, and conclude with some observations about transitway nodes, Regional shopping centres, modal splits, and housing development along East-West transitway and road corridors

Triggering Mechanisms

The FCA applauds the Region's efforts to evaluate infrastructure requirements of the road system by use of the Tier 1, 2, and 3 roadway ~~evaluations~~ surveys. We further agree with planning staff that certain facilities such as Green Creek Pollution Centre cannot be built by stages, or that trunk sewer pipes must be built to maximun capacity. However, the FCA cannot accept the regional planners linkage of the provision of infrastructure to a ten year residential land supply. This begs the question, since the central issue in this debate is the size of the future developed residential urban lands. Regional Council, in December 1984, directed planning staff to propose delivery of services south of Barrhaven, only when Kanata and Orleans reached population thresholds of 75,000 each. Instead, this residential inventory requirement could result in an extention to Barrhaven of municipal services long before that time.

Employment and Population Growth

Regional planning staff note in their response to our April 86 letter ("Response..." Brief 63 2/10.4) that federal employment projections to 2001 have dropped by 19,000 jobs ("Transmittal Report..." p.9), yet the population projection is unchanged (Ibid. p. 8). The housing starts in the Outaouais, as a per centage of housing starts in Ottawa-Hull, in 1985, were over twice the normal rate accounting for 1/3 of all housing starts, yet the Regional planners do not seem to be sufficiently curious as to why this was so and what sort of trend this might indicate (2/10.4). All we meant by our reference to the Regional staff' s contention of continued accelerating demand for single family non-nuclear households, was that Regional staff had not forseen this phenomenen back in 1974, and therefore one could argue just as eloquently for a return to the 1974 status quo as the other way around (2/4.1). Our two remarks on housing demand and low income housing (2/4.1 and 7/4.4) were simply observations that a) income analysis should be part of a housing demand forecast and b) that planning staff broaden its ambit to examine land comsumption if everyone in need were affordably housed. All these points, except for the last militate against the RMOC's large projections on housing starts and household types.

Transit Nodes

Another feature of the Regional Plan, we have always applauded is the RMOC's proposal to link commercial/employment centres with transi use, by encouraging such large scale developments near the site of transit stations. Yet this effort appears to be frustrated by the inability of various local governments to encourage developers to invest on these sites. The proposed expansion of Carlingwood shopping centre that would de facto upgrade its status from that of a Community shopping centre to that of a Regional shopping centre perfectly stands on its head a laudable policy. Instead of a Regional shopping centre by a transitway station, we have overutilized retail space situated some distance from either a transit station or the transitway. The Regional Official Plan must spell out in more detail how such employment centres can be established.

Modal Splits

The FCA also applauds the Region in its achievement in the highest modal splits in Canada, but we note with concern the reference on page 11 ofthe Transmittal Report to Planning Committee to the need to once again accommodate the automobile. The FCA continues to urge that high modal splits be maintained or improved, and that automobile traffic be discouraged as much as possible. We are therefore upset to learn that subdivisions such as Centrepoint near the Woodroffe Baseline transit station allow too much parking and vehicular access. Too many subdivisions near the Queensway and the East-West transitway between Bayshore and St Laurent are providing little disincentive for cars when excellent transit service is available.

This concludes our brief. Thank you for your time.

Sincerely yours,

for Joe Courtney, President FCA

3067

PROPOSED AMENDMENT

TO THE

OFFICIAL PLAN OF

THE REGIONAL MUNICIPALITY

OF

OTTAWA CARLETON

FOR

CEDARLANE ESTATES

CONTENTS

- o PROPOSAL
- o JUSTIFICATIONS
  1. STITTSVILLE LIMITS
  2. PROPOSED REDESIGNATION
  3. TRANSPORTATION
  4. HOUSEHOLD/JOBS OPPORTUNITIES
  5. RECREATION
  6. SERVICES
- o CONCLUSIONS
- o APPENDIX A

* * * * * * * * * * * * * * *

Proposed Amendment to the Official Plan of The Regional Municipality of Ottawa-Carleton. This proposed Amendment to the Official Plan is submitted by Ken Silver, Development Coordinator on behalf of Cedarlane Estates, this day of September 16, 1987.

* * * * * * * * * * * * * * *

Ken Silver.

DEVELOPMENT COORDINATOR

OWNER

067-3

PROPOSED AMENDMENT
for
CEDARLANE ESTATES
Page 1 of 2

- **PROPOSAL:**

That Cedarlane Estates (east ½ Lot 26 Concession XII Goulbourn) should be included in the Urban Policy Area for the Village of Stittsville (see Appendix A).

- **JUSTIFICATION:**

1. **Stittsville Limits** — This proposal would "square off" the current jaged north east village limits, and would not surpass the existing south east limits; while still maintaining a "belt of good agricultural land between Stittsville and Kanata". *

2. **Proposed Redesignation** — In the near future, the owner wishes to make application for redesignation to the Official Plan from Agricultural to Residential because this land is impossible to farm with its extensive rock base.

3. **Transportation** — With the advent of redesignation to "Residential", it would assist in the development of the Township Maple Grove Road as a major thoroughfare to Terry Fox Drive which would relieve traffic on the Hazeldean Road and, in turn, minimize the need to expand the present Regional Road.

4. **Households/Jobs Opportunities** — At present, the south part of Lot 26 Concession XII is zoned "highway Commercial" and the same owner is developing this 6 acres of land into 9 lots of commercial property which will provide jobs close to a residential development. This aligns with the Regional Development Strategy Policy #4 "area municipalities shall provide in local Official Plans, opportunities for households and jobs to locate in the Urban Centers and Stittsville".

5. **Recreation** — Interest has developed from the Township of Goulbourn, to acquire from the same owner, the 20 acres adjacent to the "Highway Commercial" area for a major Park Complex, bordering on Hazeldean Road (south part Lot 27, Concession XII). Plans are, to develop this with multiple soccer and baseball fields.

6. **Services** – Adequate water service does exist in Hazeldean Road and with the development of the "Highway Commercial" area, a pumping station is being installed to handle the capacity of the proposed residential area which, in turn, will not exceed the capacity of the present village piped services.

* **Planning Committee's response to Oliver/Mangiones/McCalla's submission made December 1985.**

PROPOSED AMENDMENT
for
CEDARLANE ESTATES
Page 2 of 2

- **CONCLUSION:**

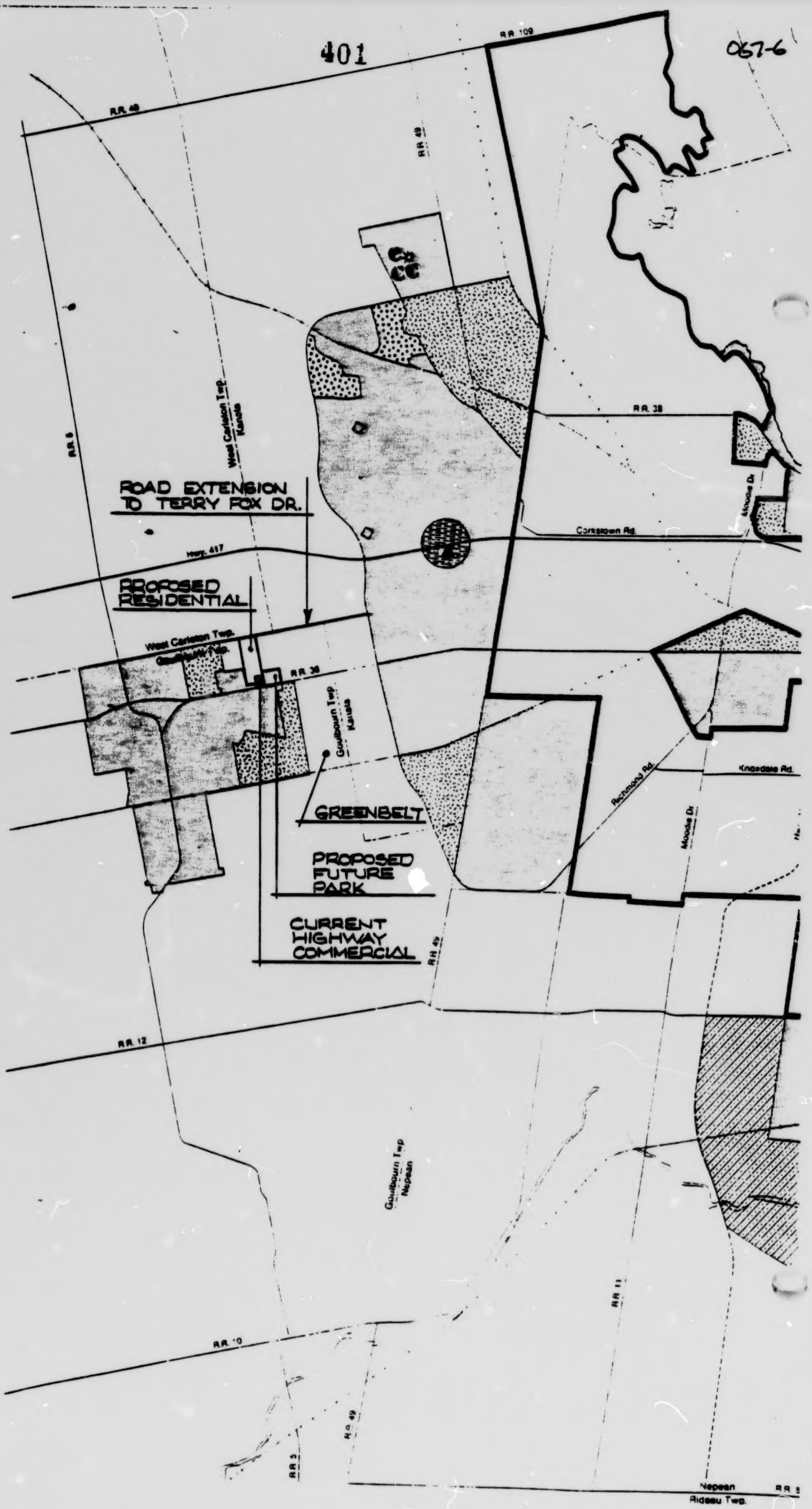
The new Regional Development Policies encourage the development of adjacent residential/job centers while not increasing pubic cost and services for transportation and piped utilities.

This proposed Amendment meets this criteria, as explained above, and **"creates an environment within which the physical, social and the well-being of all persons who live in the planning area can be advanced".**

(Quotes from the Information form for Request to Amend the Official Plan)

APPENDIX A

067-6


R.R. 109
R.R. 49
R.R. 49
R.R. 6
West Carleton Twp.
Kanata
R.R. 38
Moodie Dr.
Corkstown Rd.
Hwy. 417
West Carleton Twp.
Goulbourn Twp.
R.R. 36
Goulbourn Twp.
Kanata
Richmond Rd.
Knoxdale Rd.
Moodie Dr.
R.R. 49
R.R. 12
Goulbourn Twp.
Nepean
R.R. 11
R.R. 10
R.R. 49
R.R. 5
Nepean
Rideau Twp.
R.R. 5
ROAD EXTENSION TO TERRY FOX DR.
PROPOSED RESIDENTIAL
GREENBELT
PROPOSED FUTURE PARK
CURRENT HIGHWAY COMMERCIAL

PROPOSED AMENDMENT
TO THE
OFFICIAL PLAN OF
THE REGIONAL MUNICIPALITY
OF
OTTAWA CARLETON
FOR
AMBERWAY SOUTH

06B-2

CONTENTS

- PROPOSAL
- JUSTIFICATIONS
- CONCLUSIONS
- APPENDIX A
- APPENDIX B

* * * * * * * * * * * * * * *

Proposed Amendment to the Official Plan of The Regional Municipality of Ottawa-Carleton.

This proposed Amendment to the Official Plan is submitted by Ken Silver, Development Coordinator on behalf of 511376 Ontario Ltd. this day of September 16, 1987.

* * * * * * * * * * * * * * *

DEVELOPMENT COORDINATOR

OWNER

PROPOSED AMENDMENT
for
AMBERWAY SOUTH

o PROPOSAL:

That Amberway South (Lot 26, Concession XI Goulbourn) be designated "Residential" on the Official Plan rather than "Extensive Employment" as per Schedule B. (See Appendix A).

o JUSTIFICATION:

1. Goulbourn Township has approved in principal (subject to conditions) the rezoning of "this" Official Plan (see Appendix B).

2. This land is presently flanked mostly by residential and the natural features, heavily wooded, relate more to residential and would be wasted as industrial.

3. The region has a 35 year industrial land supply and the village of Stittsville has piped service capacity beyond the envisioned population of 12,000.

o CONCLUSION:

Amendment to the Official Plan for the proposed single family homes with its WOODED BUFFERS on each side, would greatly benefit the Region as well as the Urban area of Stittsville as it will:

a) "protect the inhabitants from exposure to adverse environmental influences".

b) "maintain its rural character".

c) enhance the proposed transportation system expansions (i.e. 416 highway).

d) "respect the natural environment" (i.e. Poole Creek).

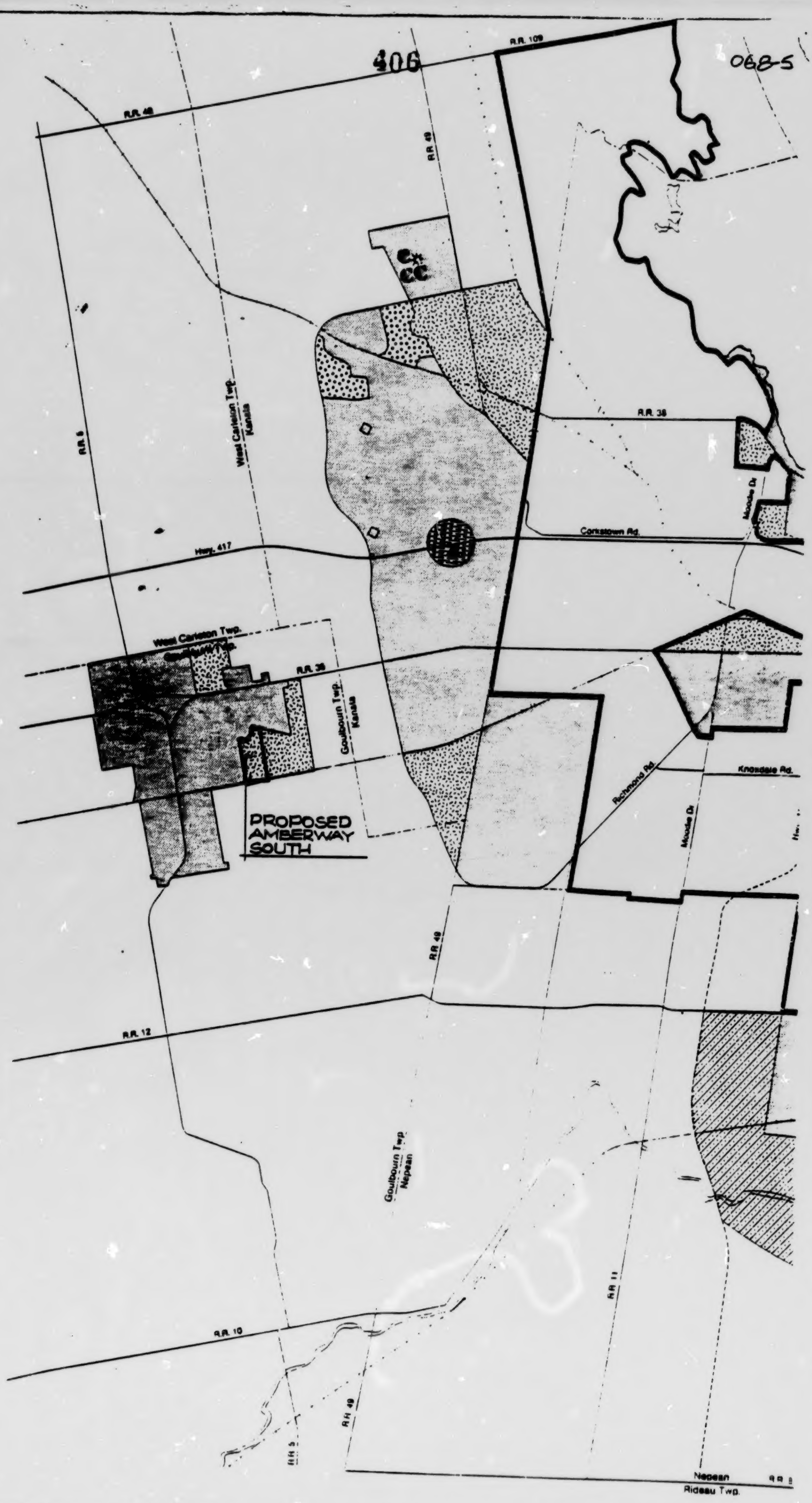
e) maintain "the quality and quantity of ground or surface water".

f) "minimize the public cost of required services" (i.e. extension of streets and services from Amberway to the North).

The above quotes are from the Draft Report to Planning Committee, Summary and Goals May 6, 1987.

068-

APPENDIX A


R.R. 109
R.R. 46
R.R. 49
R.R. 38
Moodie Dr.
Carlstown Rd.
West Carleton Twp.
Kanata
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Hwy. 417
West Carleton Twp.
Goulbourn Twp.
R.R. 36
Goulbourn Twp.
Kanata
Richmond Rd.
Knoxdale Rd.
Moodie Dr.
PROPOSED
AMBERWAY
SOUTH
R.R. 49
R.R. 12
Goulbourn Twp.
Nepean
R.R. 11
R.R. 10
RR 49
RR 5
Nepean
Rideau Twp.
RR 8

APPENDIX B

408

068-

P. O. BOX 189
STITTSVILLE, ONTARIO
K0A 3G0

TO: PLANNING ADVISORY COMMITTEE

FROM: Robert D. McKay
Robert D. McKay, M.C.I.P.,
Planning Director.

DATE: June 8, 1987

SUBJECT: CORRESPONDENCE #5-209-87, HARVEY GREER & KEN SILVER AMBERWAY SOUTH SUB-DIVISION AND OFFICIAL PLAN AMENDMENT - PART OF LOT 26, CONCESSION 11.

Mr. Harvey Greer owns 30.6 ha. of land south of Poole Creek in Lot 26, Concession 11, within the boundaries of the Village of Stittsville Planning Area. This land abuts Amberwood on its western side and the Fringewood Industrial Park on its eastern side. This property backs onto Abbott Street East and is immediately south of the current Amberway subdivision.

It is of mixed topography with 2.8 ha. of flood plain associated with Poole Creek and lower land at its south west side. The majority of the property is high and well drained and a mixture of mature woods and small open fields.

Current Official Plan Designation - Industrial

Zoning - "D" Development Holding

In February, this item was deferred until the proposed Regional Official Plan Review was made public. That has now been done. Stittsville is proposed to be designated as a growth area in Stage One Development of the Regional Official Plan. The draft plan proposes 4,000 households (population 12,000) and 5,000 jobs for Stittsville.

The developer met with representatives of the Amberwood Community Association on May 5, 1987. A major item of concern is the existence of an unopened road allowance between Amberwood and Amberway. The community group would like this road allowance to remain undeveloped and act as a buffer between the two communities. It was suggested this road allowance could link the two park areas (an extension of the Amberwood Park and the Poole Creek Flood Plain).

In total, 231 single-family home lots on 20 meter frontages are being proposed. Access would be from an extension of Victor Street, an east/west link to Harry Douglas Drive and from the future Abbott Street East.

RECOMMENDATION:

That the Official Plan Amendment from Industrial to Residential designation of Part of Lot 26, Concession 11, be approved, in principle, subject to the following conditions:

(1) Establishment of the 66 foot buffer between Amberwood and Amberway subdivisions.

(2) Lots to be phased in accordance with the Regional Official Plan Review at the draft plan of subdivision stage.

(3) Contribution to the upgrading of the Stittsville sewer system and Abbott Street East to be negotiated at the draft plan of subdivision stage.

... 2

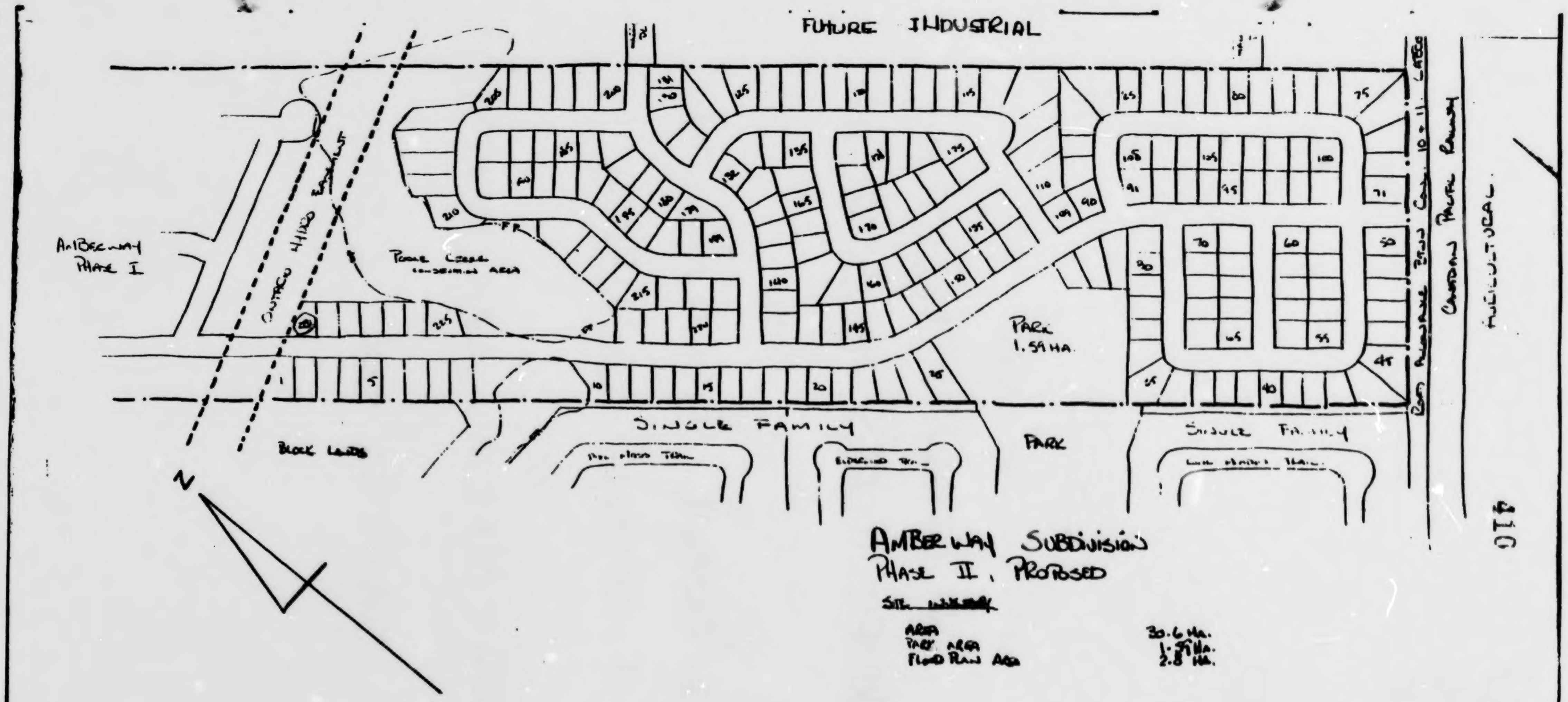
(4) Installation of an 80 foot buffer between Fringewood Industrial Park and Amberway South residential subdivision.

(5) Favourable comment from the Mississippi Valley Conservation Authority on the extent and area of the Poole Creek Flood Plain.

(6) Confirmation, from the Township engineer, that this property can be serviced with sanitary and storm sewer and municipal water.

(7) Signing a preliminary agreement with the Township.

RDM:jp


FUTURE INDUSTRIAL
AMBERWAY PHASE I
ONTARIO HYDRO EASEMENT
POOLE CREEK CONSERVATION AREA
FR
PARK 1.59 HA.
SINGLE FAMILY
BLOCK LANDS
PARK
SINGLE FAMILY
ROAD ALLOWANCE BTWN CON. 10 & 11. LATERAL
CANADIAN PACIFIC RAILWAY
AGRICULTURAL
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AMBERWAY SUBDIVISION
PHASE II, PROPOSED

SITE SUMMARY

AREA	30.6 HA.
PARK AREA	1.59 HA.
FLOOD PLAIN AREA	2.8 HA.

BRIEF

PRESENTED BY:

THE OTTAWA-CARLETON
HOMEBUILDERS ASSOCIATION

TO:

REGIONAL MUNICIPALITY
OF OTTAWA-CARLETON

RE:

DRAFT OFFICIAL PLAN, MAY 1987

SUBMITTED SEPT. 16 1987

INTRODUCTION :

- BASIC AGREEMENT WITH THE NEED FOR SOUND PLANNING.
- ENDORSE MUCH OF WHAT IS PROPOSED, PARTICULARLY THE GOALS EXPRESSED.
- BRIEF CONCERNED WITH HOUSING, AND IN PARTICULAR THE MATTER OF RESIDENTIAL LAND SUPPLY.

PARTS OF PLAN AFFECTED BY THE DISCUSSIONS:

PART 1 : INTRODUCTION
  1.3 GROWTH PROJECTIONS
  1.4 TIME FRAMES
PART 2 : REGIONAL DEVELOPMENT STRATEGY
  2.1.2 AMOUNT OF URBAN LAND
  2.1.3 NUMBER AND LOCATION OF URBAN AREAS

PART 6 : HOUSING
  6.1 OBJECTIVES
  6.2 POLICIES
  6.2.2. LAND FOR BUILDING
  6.2.3 AFFORDABLE HOUSING

069-4

OUR VIEWS ON HOUSING GOALS FOR ANY PLAN SHOULD INCLUDE:

- THE MOST HOUSING, OF GOOD QUALITY, AT THE LOWEST POSSIBLE PRICE TO THE PUBLIC.
- THE GREATEST POSSIBLE RANGE OF AFFORDABLE CHOICES OF HOUSING TYPES AND NEIGHBOURHOODS.
- HOUSING THROUGH THE MARKET TO MINIMIZE NEED FOR SOCIAL HOUSING ASSISTANCE.
- ASSISTED HOUSING WHERE NEEDED.

OVERALL:

VITAL GOAL: MAKE THE MARKET MECHANISM WORK FOR THE PUBLIC INTEREST.

A22/THE TORONTO STAR, MONDAY, SEPTEMBER 14, 1987

Price tags jump $14,000 overnight as hundreds line up to buy homes

By Dana Flavelle Toronto Star

A Markham family waited in line more than eight hours to buy a home that rose $14,000 in price during that time — and were still thankful they got into the housing market before it soars out of reach.

"We're sad but we're relieved," Patricia Codner said in an interview outside the sales pavilion for Canada Homes yesterday as her husband, Mike, waved their agreement-of-purchase-and-sale in the air.

"The fear is if we don't get into the market now, we'll never get a home," said Codner, a social worker and mother of 2-year-old Ashley. Her husband is an engineer.

The Codners were among hundreds of people who stood in line for hours over the weekend to buy one of 782 houses Canada Homes plans to build at Steeles Ave. and McCowan Rd. in Markham.

500 stormed in

The same developer lost 119 half-finished homes last May in the same Armadale subdivision in the biggest construction fire in Ontario history. Investigators determined it started in a bundle of hay that accidentally caught fire.

Buyers were so anxious Saturday to get a stake in Canada's fastest growing region that nearly 500 of them stormed the sales office the minute it opened. Two York Regional police officers struggled to control the crowd.

The railing on the platform leading to the pavilion was broken off and several women screamed as they were pinned against the door.

The first 370 homes were gone in 90 minutes.

Patricia Codner didn't even get inside the door on Saturday after a four-hour wait but came back early Sunday to secure a place in line.

But when the office reopened at noon yesterday, buyers got a surprise. The prices of all four models had risen about $14,000 each. That and the presence of six police officers seemed to cool things off. Only about 200 buyers showed up and some changed their minds after learning the prices had risen.

A 186-square-metre (2,000-square-foot) home that was going for $182,900 when the sale began Saturday was offered at $196,900 yesterday.

Assistant sales manager John Brunton said the higher prices reflected later closing dates. The homes sold yesterday wouldn't be ready until September while those sold Saturday were scheduled for completion between April and June.

He cited attractive mortgage rates, competitive prices and location — the development is served by Toronto Transit Commission buses — as the reason for the crush of buyers.

But many buyers said they were attracted by the long closing dates.

"You've got time to accumulate a downpayment," said Eric Latchmore, a driving instructor who lives near Victoria Park ar Lawrence Aves.

Others were speculating, sa Mehboob Jaffri, who bought house from Canada Homes in t area less than three years a and recently resold it for 70 p cent more.

No one at yesterday's sale w talking about the homes ther selves. In fact, Codner said s doesn't like "mass produced" ne homes but she figures it will he them buy their dream home lat on.

Canada Homes
ity. For
way
ant to l

DOUG GRIFFIN/TORONTO STA

They got one: Patricia and Mike Codner, with their 2-year-old daughter Ashley, are relieved afte snapping up one of 782 houses to be built at a new subdivision in Markham. They were amonç hundreds who stood in line over the weekend, and got the home for $196,900.

FIVE AREAS TO COVER:

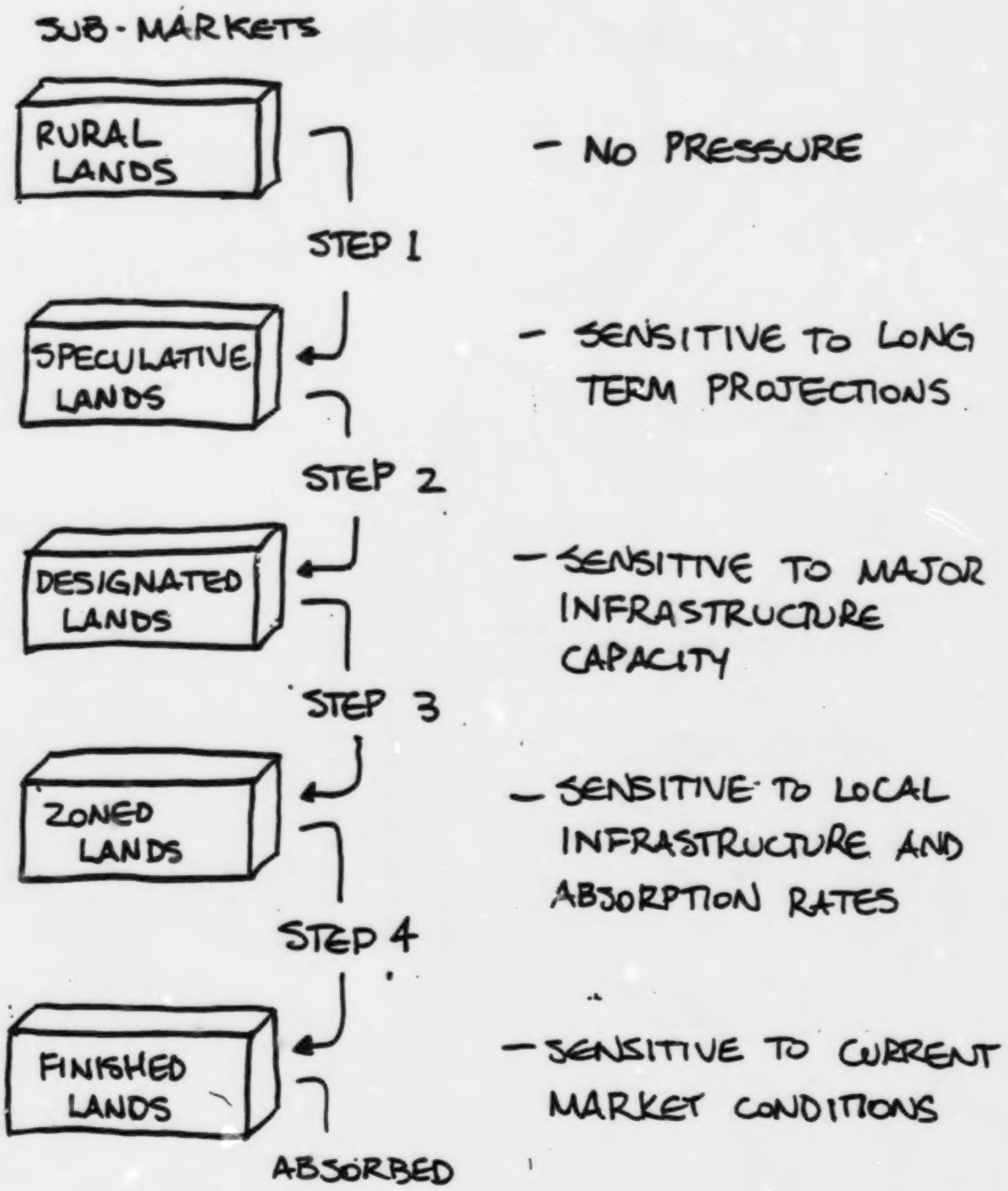
1. OPERATIONS OF THE RESIDENTIAL LAND MARKET SYSTEM AND THE INFLUENCE OF THE REGIONAL OFFICIAL PLAN.
2. CONDITIONS OF A REGIONAL PLAN THAT WILL BE SUCCESSFUL FOR MEETING HOUSING GOALS.
3. REVIEW OF SOME IMPORTANT FACTS ON HOUSING.
4. FUNDAMENTAL PROBLEMS WITH THE DRAFT OFFICIAL PLAN.
5. RECOMMENDATIONS FOR CHANGE.

5

OPERATIONS OF THE RESIDENTIAL LAND MARKET SYSTEM:

- ALLOCATION OF LAND USES BY PLANNING TO GUIDE THE MARKET SYSTEM.
- THE LAND "MANUFACTURING" SUB-MARKETS (SEE PLATE 7)

FLOW OF "LAND DEVELOPMENT".


SUB-MARKETS
RURAL LANDS
- NO PRESSURE
STEP 1
SPECULATIVE LANDS
- SENSITIVE TO LONG TERM PROJECTIONS
STEP 2
DESIGNATED LANDS
- SENSITIVE TO MAJOR INFRASTRUCTURE CAPACITY
STEP 3
ZONED LANDS
- SENSITIVE TO LOCAL INFRASTRUCTURE AND ABSORPTION RATES
STEP 4
FINISHED LANDS
- SENSITIVE TO CURRENT MARKET CONDITIONS
ABSORBED

069-9

STABLE LAND MARKET
SUPPLY CONDITIONS

SUB-MARKET	TIME FRAME HORIZON (YEARS), CUMULATIVE
1. RURAL	0
2. SPECULATIVE	30-40
3. DESIGNATED	20-25
4. ZONED	10-12
5. FINISHED	3-5

HOUSING OBJECTIVES THROUGH PLANNING

TWO OVERALL OBJECTIVES:

1. SOUND PROJECTIONS FOR INTERMEDIATE AND LONG TERM
   - POPULATION AND HOUSEHOLDS
   - RESIDENTIAL LAND REQUIREMENT
   - ADOPT "OVERSUPPLY" FOR UNCERTAINTY
2. EFFECTIVENESS OF PLANNING PROCESS
   - TIMELY ZONING
   - TIMELY SUBDIVISIONS
   - TIMELY INFRASTRUCTURE

RESULT: MORE AND BETTER HOUSING
AT LOWER PRICES TO THE
PUBLIC.

069-11

THREE CAUSES OF RESIDENTIAL LAND SHORTAGES:

1. INADEQUATE INFRASTRUCTURE PROVISION
2. INEFFECTIVE PLAN PROCESSING
3. LIMITED OWNERSHIPS AND LOCATIONS

REVIEW OF GROWTH DYNAMICS

	1971	1981	1986	71-86 GROWTH
• POPULATION ('000)	472	547	606	134
• HOUSEHOLDS ('000)	138	200	242	104

HOUSING ACTIVITY (71-86 incl.)

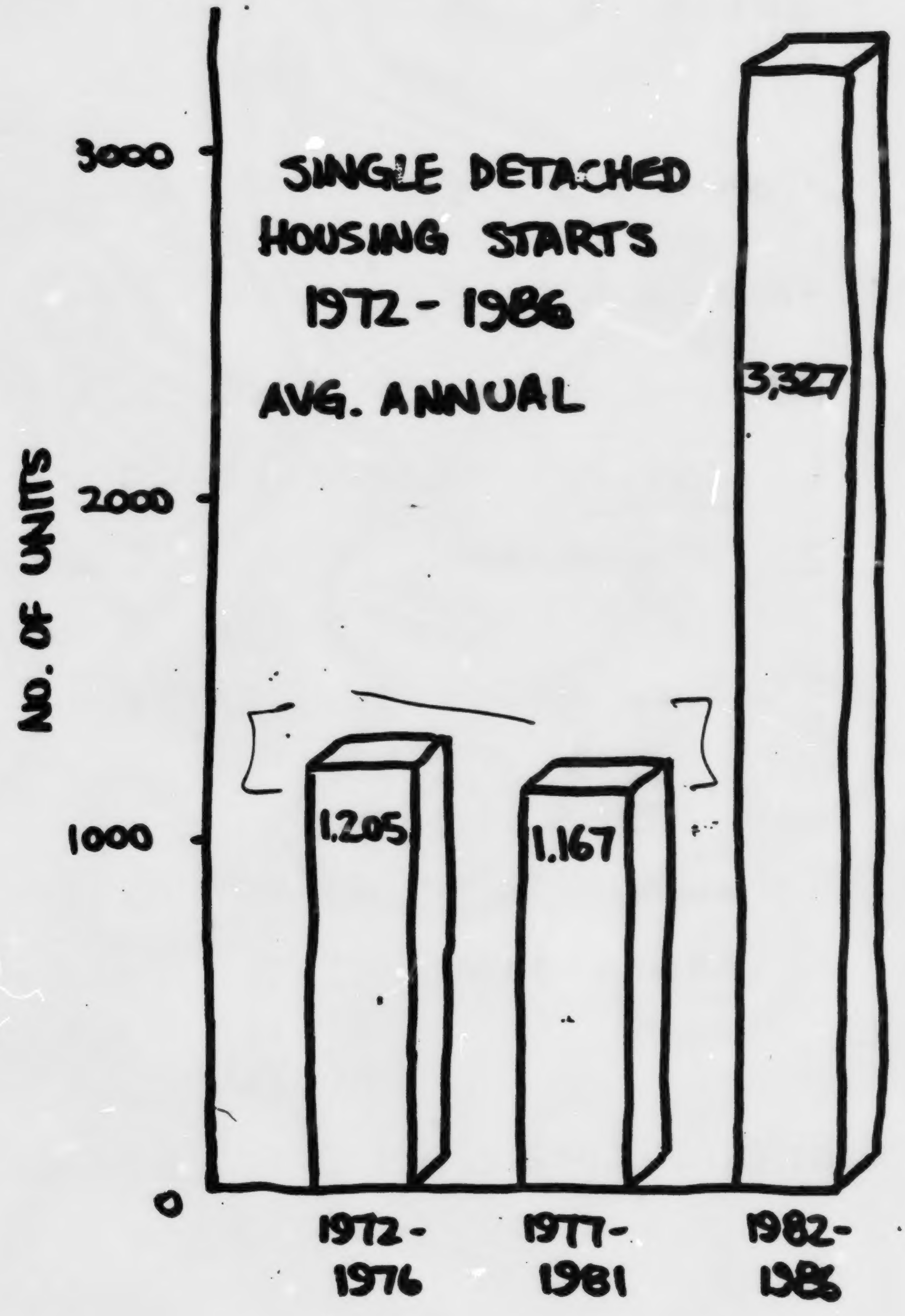
1. 107,133 HOUSING STARTS

2. AVG. HOUSING STARTS 71-86 6,700/yr.
82-86 7,000/yr.

3. PEAK ABSORPTION RATES
1973 · 11,951
1983 · 8,332

4. SINGLE DETACHED ACTIVITY (SEE PLATE 1
AVG. ANNUAL 72-76 1,205
77-81 1,167 · 2802
82-86 3,327

5. PEAK SINGLE DETACHED ACTIVITY
1983 4,374


SINGLE DETACHED
HOUSING STARTS
1972 - 1986
AVG. ANNUAL
NO. OF UNITS
3000
2000
1000
0
1,205
1,167
3,327
1972-1976
1977-1981
1982-1986

EVALUATION OF RESIDENTIAL LAND INVENTORY DEC 1986

	UNITS	YEARS	
		AVG.	PEAK
• TOTAL IDENTIFIED LANDS (ALL TYPES, ALL STAGES)	67,660	9.7	8.1
• SINGLE DETACHED LANDS (ALL STAGES)	11,359	3.4	2.6
• FINISHED SINGLE DETACHED LANDS	4.886	1.5	1.1
	2,500	18 months	

CONCLUSION

- WITHOUT REGARD TO a) LOCATION, OR b) OWNERSHIP, RESIDENTIAL LAND SUPPLY IS CRITICALLY SHORT.
- 1987 HOUSING STARTS ABSORPTION OF SINGLE DETACHED LIKELY TO EXCEED 3,500 UNITS.

CONCERNS WITH THE DRAFT REGIONAL PLAN

SUMMARY:

1. GOALS ARE INADEQUATELY STRUCTURED TO MAINTAIN A COMPETITIVE MARKET SUPPLY.
2. TIME HORIZON IS FAR TOO SHORT.
3. GROWTH DIMENSIONS (PROJECTIONS) ARE FAR TOO LOW.
4. SPATIAL CONFIGURATION HANDS LIMITED SUPPLY TO VERY LIMITED NUMBER OF LAND DEVELOPMENT COMPANIES.
5. APPROVALS AND AMENDMENT PROCESS TOO CUMBERSOME.

EFFECT: HIGH LIKELIHOOD OF LAND SHORTAGES AT ALL STAGES AND PROBABILITY OF UNNECESSARY SIGNIFICANT PRICE INCREASES.

GOALS:

PART 1.2 · ADD AN EFFECTIVE AND COMPETITIVE MARKET STRUCTURE TO EXPLICIT O.P. GOALS.

6.1 · ADD A 25 YEAR HORIZON FOR RESIDENTIAL LAND DESIGNATION

- ADD A 12 YEAR HORIZON FOR ZONED LAND.
- ADD A 5 YEAR HORIZON FOR REGISTERED, SUBDIVIDED. AND APPROVED LAND.
- ADD OBJECTIVE OF APPROVED LOCATION CHOICE TO BE RESPONSIVE TO PUBLIC THROUGH THE MARKET MONITOR.
- ADD OBJECTIVE OF COMPETITIVE OWNERSHIP PATTERN.

6.2.2 · CHANGE TO 5 YEAR HORIZON

TIME HORIZON

- INFRASTRUCTURE CAPACITY PLANNING SHOULD CONSIDER THE 30 TO 40 YEAR PERIOD.
- OFFICIAL PLAN SHOULD AIM AT DESIGNATION OF 25 YEAR PLANNING HORIZON; YEAR 2011.
- AMEND PART 1.3, TIME HORIZON (1-2, 1-3).

669-18

GROWTH DIMENSIONS

- LIKELY GROWTH UNDERSTATED.

a) EMPLOYMENT GROWTH REDUCTIONS ARE UNLIKELY

ACTUAL 71-81 : 78,000
PROJECTED 81-91 : 73,000] MOST
PROJECTED 91-01 : 58,000] UNLIKELY

REGION HAS REACHED THRESHOLD

b) POPULATION GROWTH REDUCTIONS ARE UNLIKELY

46,000

ACTUAL 81-86 : 59,000 or 11,800/yr.
PROJECTED 86-91 : 37,000 or 7,400/yr.

- DROP OF 37 % IN GROWTH IS HIGHLY UNLIKELY.

GROWTH DIMENSIONS

c) HOUSING UNITS

ACTUAL 81 - 86: ~35,000 UNITS 7.000/yr.

PROJECTED 81 - 91: ~ 60,000 UNITS 6.000/yr.

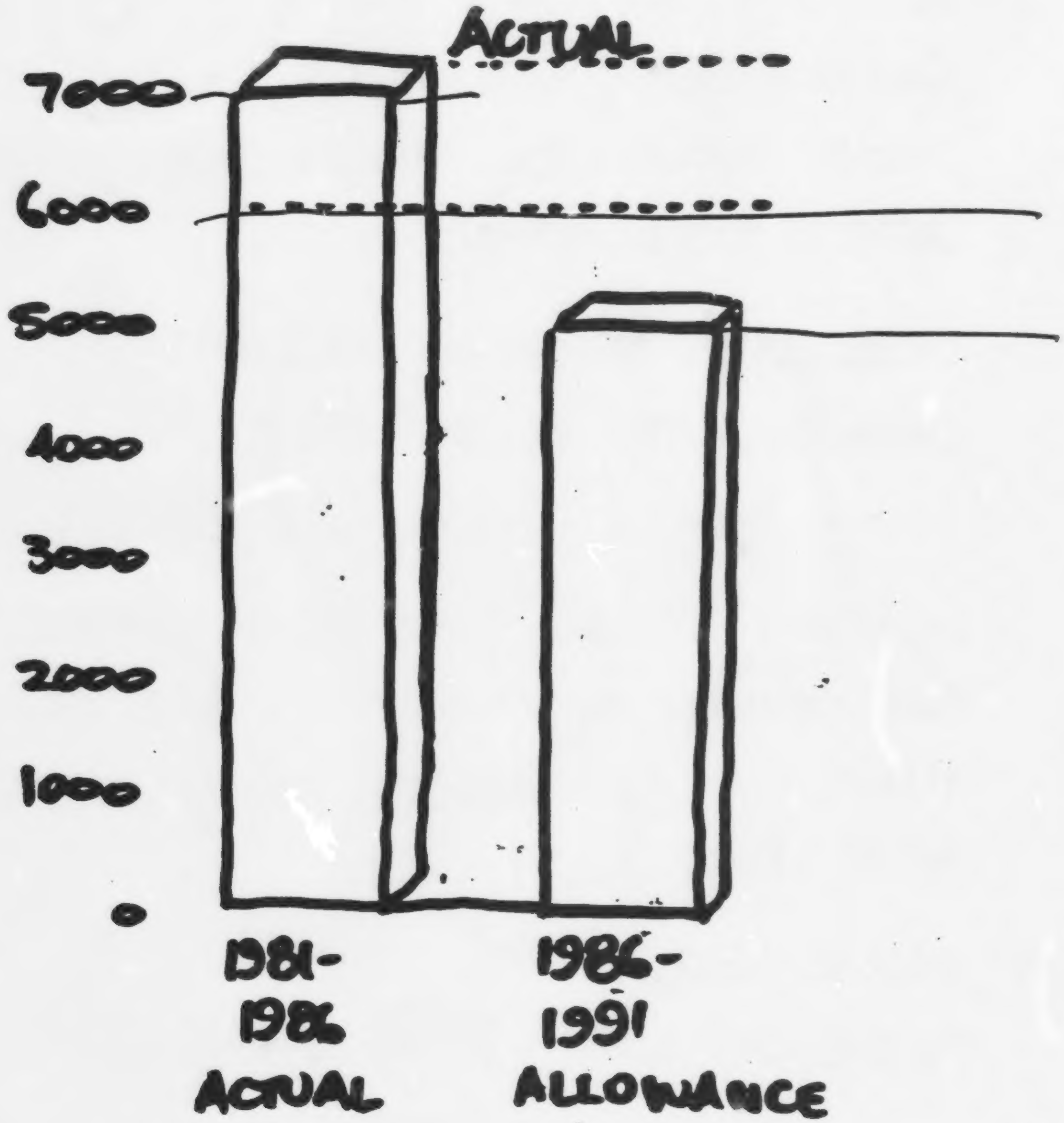
PROJECTED 86 - 91: 25,000 UNITS 5,000/yr.

- DROP OF RATE TO 5,000 UNITS FROM 7,000 UNITS IS 30 %: HIGHLY UNLIKELY.

CONSEQUENCES:

- BASIC GROWTH DIMENSIONS DRAMATICALLY UNDER-PROJECTED.
- PLAN MUST CREATE SEVERE LAND SHORTAGES AS ACTUAL GROWTH GREATLY EXCEEDS PLANNED CAPACITY.

069-20


ACTUAL
7000
6000
5000
4000
3000
2000
1000
0
1981-
1986
ACTUAL
1986-
1991
ALLOWANCE

12 a

LAND QUANTITY AND LOCATION OF GROWTH

- MAINTENANCE OF "INSIDE GREENBELT" UNLIKELY. DROP SHOULD BE PROJECTED AFTER FULL DEVELOPMENT.
- DRAMATIC DROP IN ORLEANS GROWTH RATE IS UNREALISTIC (28,000 81-86; TO 12,000 86-91)
- DENSITY TARGETS AT 12.65/ACRE FOR URBAN COMMUNITIES ARE VERY HIGH FOR "BALANCED COMMUNITIES" WITH FULL LAND USE. 9.5-10.5
- PLAN LEADS TO OWNERSHIP PATTERN WITH FEW OWNERS.

RECOMMENDATIONS TO AVOID IMPENDING LAND CRISIS

1. COMMITMENT TO GREEN'S CREEK PLANT NOW.
2. ACCELERATE LYNWOOD AND WEST RIDEAU COLLECTORS.
3. EXPAND DESIGNATED LANDS FOR
   - WEST URBAN COMMUNITY
   - EAST URBAN COMMUNITY
   - SOUTH URBAN COMMUNITY,

   TO A ⓐ25 YEAR TIME HORIZON

069-23

4. ADD ANOTHER URBAN COMMUNITY FOCUSSED ON LEITRIM.

5. CRASH PROGRAM TO ACCELERATE :

- SUBDIVISION APPROVALS PROCESSING
- ZONING THE 12 YEAR HORIZON BY 1989

434 #070

SUPPORT FOR
DRAFT OFFICIAL PLAN
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

Prepared for

RICHCRAFT HOMES LIMITED
Ottawa Ontario

Prepared by

CUMMING COCKBURN LIMITED
1735 Courtwood Crescent
Ottawa, Ontario
K2C 3J2

AUGUST 1987

File: 3955-330

CCL

Cumming Cockburn Limited
Consulting Engineers and Planners

435

070-2

September 16, 1987

File: 3955-330

Chairman and Members of
Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Sirs:

Re: Draft Official Plan
Regional Municipality of Ottawa-Carleton
Richcraft Homes Limited

Cumming Cockburn Limited has been retained by Richcraft Homes Limited to comment on the R.M.O.C. Draft Official Plan.

Richcraft Homes Limited owns approximately 176 acres of land within Ottawa and the greenbelt. An application to designate the lands from Industrial to Residential District was submitted to the Region in November 1985. The area affected by the amendment is illustrated on Attachment 1, which is a copy of the Draft Regional Official Plan Schedule B - Urban Policy Plan. Schedule B shows the subject lands as General Urban Area which permits residential development.

Richcraft supports the goals and policies of the Draft Official Plan as they affect Richcraft's lands. In addition, development of Richcraft's lands for residential development will implement several policy initiatives of the Draft Official Plan.

GOALS OF THE DRAFT OFFICIAL PLAN

Richcraft supports the goals listed in paragraph 1.2 and in particular objectives 1, 2 and 8.

.../2

Objective 1. Provide for an amount and variety of housing and employment adequate to meet the requirements of the projected population.

- Richcraft's land will generate 1,000 housing units and a variety of residential housing types including single family, ground oriented multiple housing units, and land available for social housing.
- Employment will be generated for approximately 2,500 man-years of work during the construction period and 200 jobs generated by retail facilities that will be supported by 3,000 residents of the development.

Objective 2. Provide a land use and transportation system which emphasizes convenience of movement between destinations and affords good opportunity for the provision of a full range of utilities and community facilities.

- The development of Richcraft's lands for residential purposes will form a logical extension of the existing Hunt Club Park community which is located inside the greenbelt and Southeast Ottawa.
- There will be a close relationship between the place of residence and the extensive employment areas in Southeast Ottawa, and home to work trips will be reduced.
- Community facilities will be developed within the open space system.
- Land will be dedicated for day care facilities.
- Attachment 2 illustrates how Richcraft's land forms a logical extension of the residential area.

Objective 8. Minimize public cost of required services consistent with overall benefits.

- There exists regional trunk sanitary and storm services to the site and extension of Regional services are not required for the development of the land.
- Water lines exist in the existing subdivision immediately west of the subject site and they can be easily extended to the subject lands.
- Attachment 3 illustrates the location of existing regional services and the logical extension of water to the site.

.../3

GROWTH PROJECTIONS

The Draft Official Plan projects a need for an additional 115,000 dwelling units between 1981-2001.

43% single detached homes
29% ground oriented multiple units
28% apartments

- Over 600 housing units have been sold in the last eighteen months in Hunt Club Park, which is the area immediately west of the subject land. Five hundred (500) of these units have been single family homes and one hundred (100) units have been multiple family units. This market trend is consistent with the Region's projections.
- There is little serviced land remaining in the R.M.O.C. for ground oriented housing. More serviced land is needed for housing in the Region.
- Designation of Richcraft's land to General Urban Area will help meet the demand for residential development within the Stage 1 lands. Serviced land will be available for the development of 1,000 housing units over the next four-five years.

TRANSPORTATION

Schedule C-1, Future Urban Regional Roads Plan, illustrates the alignment of the Inner Ring Road and Hunt Club Road.

- Development of Richcraft's lands will result in the dedication of the right of way for the Inner Ring Road at the northern boundary of Richcraft's land.
- Hunt Club Road, which is at the southern boundary of Richcraft's site, will be extended in an easterly direction.
- The Inner Ring Road will form a logical boundary between residential and industrial uses north of Richcraft's land.
- Attachment 4 illustrates the location of the Inner Ring Road and Hunt Club Road.

.../4

LOCAL GOVERNMENT SUPPORT

- City of Ottawa Council, on September 2, 1987, approved Official Plan Amendment 139 which changed the designation of Richcraft's land from Major Industrial Area to Residential Area.

CONCLUSION

The designation of Richcraft's land to General Urban Area in the Draft R.M.O.C. Official Plan is supported. Development of these lands for residential use will implement the objectives and policies of the Draft Official Plan.

Yours truly,

CUMMING COCKBURN LIMITED

Ray Essiambre

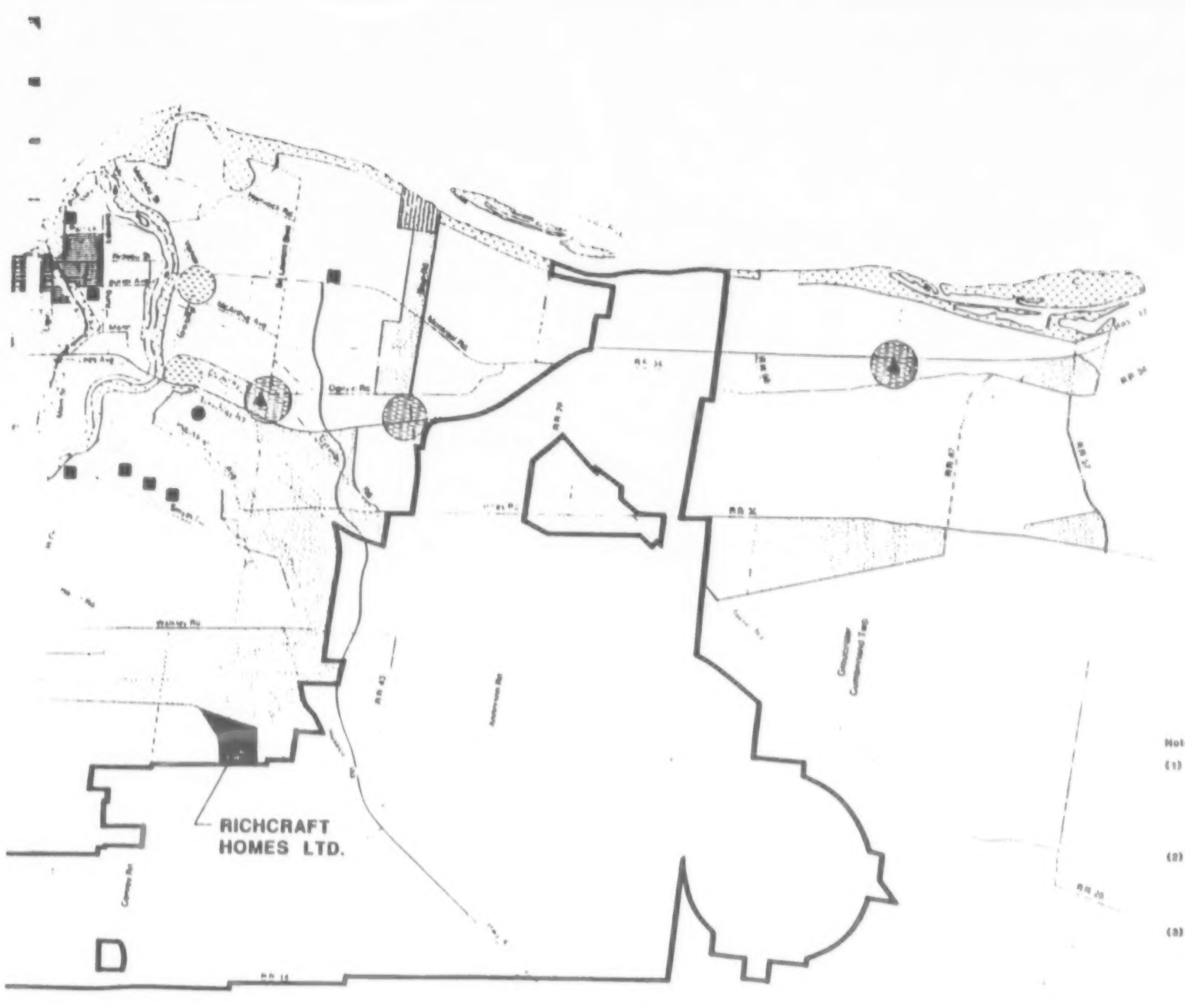
Raymond Essiambre, M.C.I.P.,
Director of Planning.

CC: Kris Singhal - Richcraft Homes Limited

RE/lgb

ATTACHMENT 1

0026



DRAFT
PROJET

DRAFT
PROJET

CENTRAL AREA	■	ZONE CENTRALE
PRIMARY EMPLOYMENT CENTRE	●	CENTRE D'EMPLOI PRIMAIRE
SECONDARY EMPLOYMENT CENTRE	○	CENTRE D'EMPLOI SECONDAIRE
EXTENSIVE EMPLOYMENT AREA	▨	ZONE D'EMPLOI À FAIBLE INTENSITÉ
GENERAL URBAN AREA	☐	ZONE URBAINE GÉNÉRALE
NATURAL ENVIRONMENT AREA	▨	ZONE ÉCOLOGIQUE NATURELLE
CONSERVATION AREA (URBAN)	▥	ZONE DE CONSERVATION (URBAINE)
WATERFRONT OPEN SPACE	▨	ESPACE VERT RIVERAIN
GENERAL URBAN AREA (CENTRAL EXPERIMENTAL FARM)	▨	ZONE URBAINE GÉNÉRALE (FERME EXPÉRIMENTALE CENTRALE)
GENERAL URBAN AREA (ENERGY CONSERVING COMMUNITY)	ECC	ZONE URBAINE GÉNÉRALE (CONSERVATION DE L'ENERGIE)
REGIONAL SHOPPING CENTRE	▲	CENTRE COMMERCIAL RÉGIONAL
TRANSPORTATION TERMINAL	●	TERMINUS
MAJOR COMMUNITY FACILITY	■	INSTALLATION COMMUNUTAIRE IMPORTANTE
GEOLOGICAL FEATURE	□	CARACTÈRES GÉOLOGIQUES
GENERAL URBAN AREA (SPECIAL STUDY)	▨	ZONE URBAINE GÉNÉRALE (ÉTUDE SPÉCIALE)
GREENBELT BOUNDARY	—	LIMITE DE LA CEINTURE DE VERDURE

Note:

(1) This schedule forms part of the Official Plan of the Regional Municipality of Ottawa-Carleton and must be read in conjunction with the text.

(2) Boundaries between policy areas are to be interpreted according to section 1.6 of this Plan.

(3) In order to determine permitted land uses, reference must also be made to Schedule G, Environmental Constraints.

Note:

(1) La présente annexe fait partie du Plan directeur de la Municipalité régionale d'Ottawa-Carleton et doit être consultée en se reportant au texte même du Plan directeur.

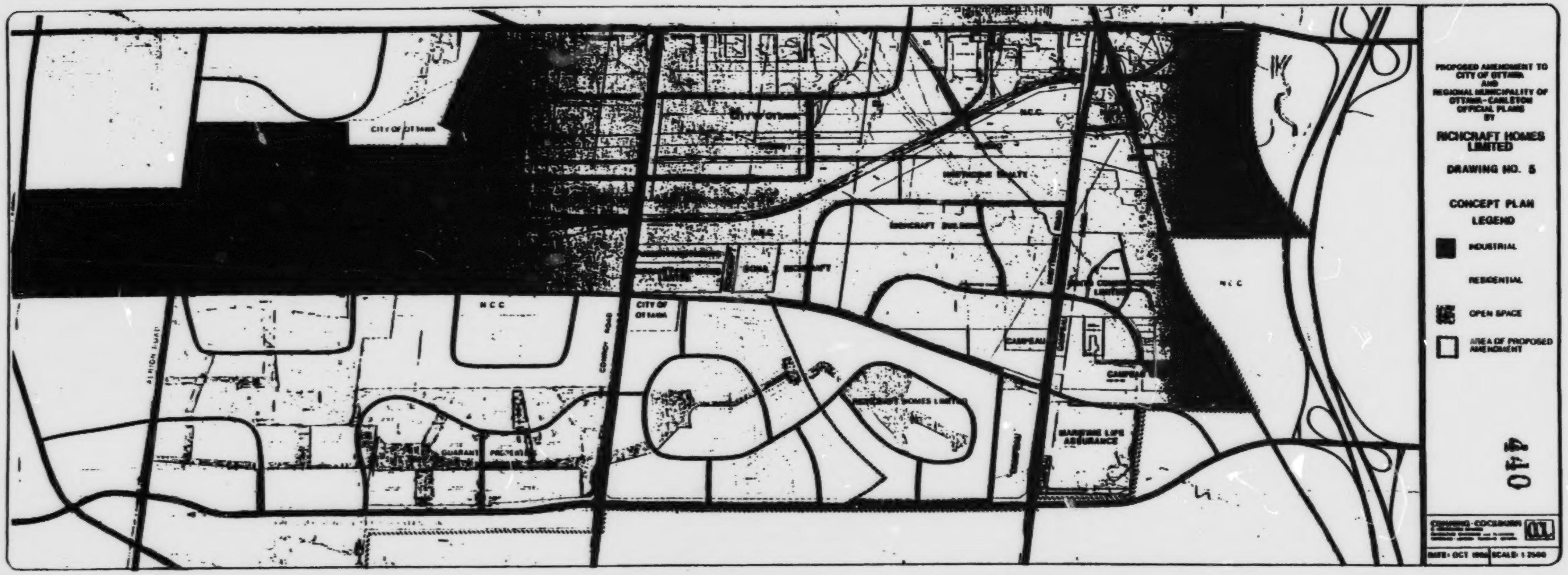
(2) Les limites des zones visées par les politiques doivent être interprétées en fonction de la partie 1.6 du Plan directeur.

(3) Afin de déterminer les activités et les aménagements autorisés, il faut également consulter l'Annexe G, Contraintes écologiques.

OFFICIAL PLAN – SCHEDULE B
URBAN POLICY PLAN

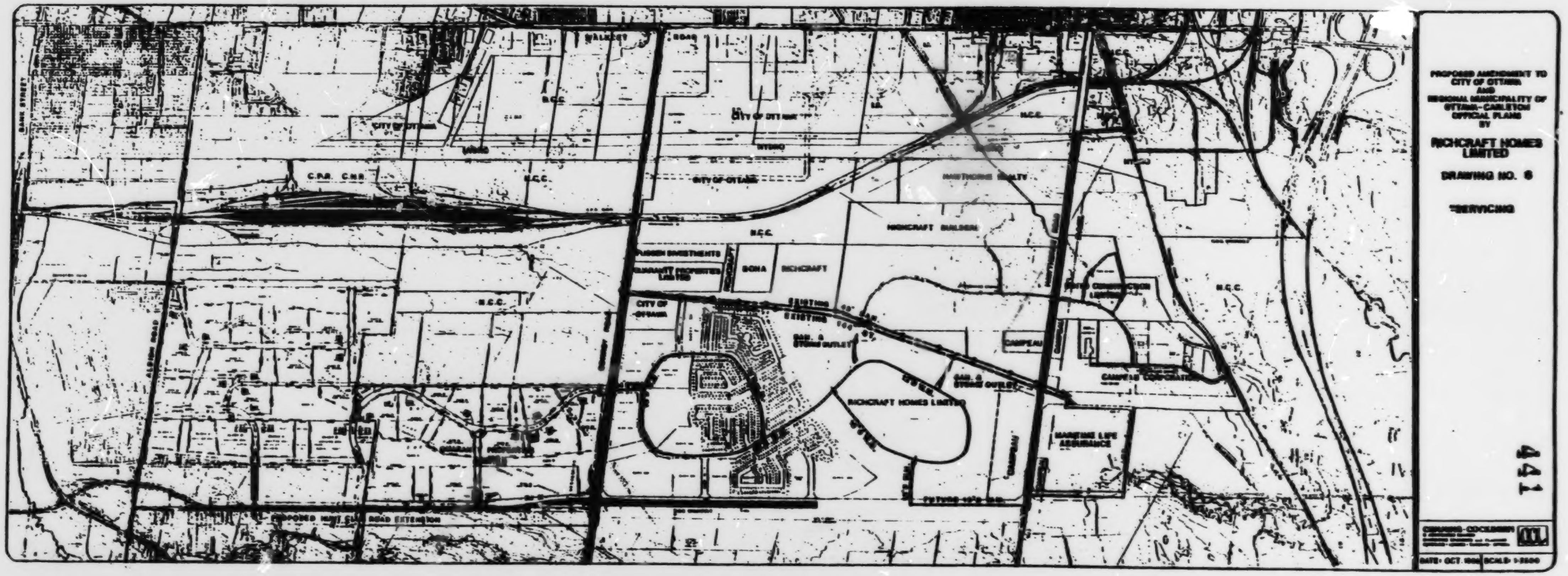
PLAN DIRECTEUR – ANNEXE B
PLAN DES POLITIQUES EN MILIEU URBAIN

ATTACHMENT 2


PROPOSED AMENDMENT TO
CITY OF OTTAWA
AND
REGIONAL MUNICIPALITY OF
OTTAWA-CARLETON
OFFICIAL PLANS
BY
RICHCRAFT HOMES LIMITED
DRAWING NO. 5
CONCEPT PLAN
LEGEND
INDUSTRIAL
RESIDENTIAL
OPEN SPACE
AREA OF PROPOSED AMENDMENT
410
CUMMING-COCKBURN
DATE: OCT
SCALE: 1:2500
CITY OF OTTAWA
N C C
N.C.C.
ALBION ROAD
CONROY ROAD
CITY OF OTTAWA
RICHCRAFT BUILDING
RICHCRAFT HOMES LIMITED
CAMPEAU
MARITIME LIFE ASSURANCE
GUARANTY PROPERTIES

070-B

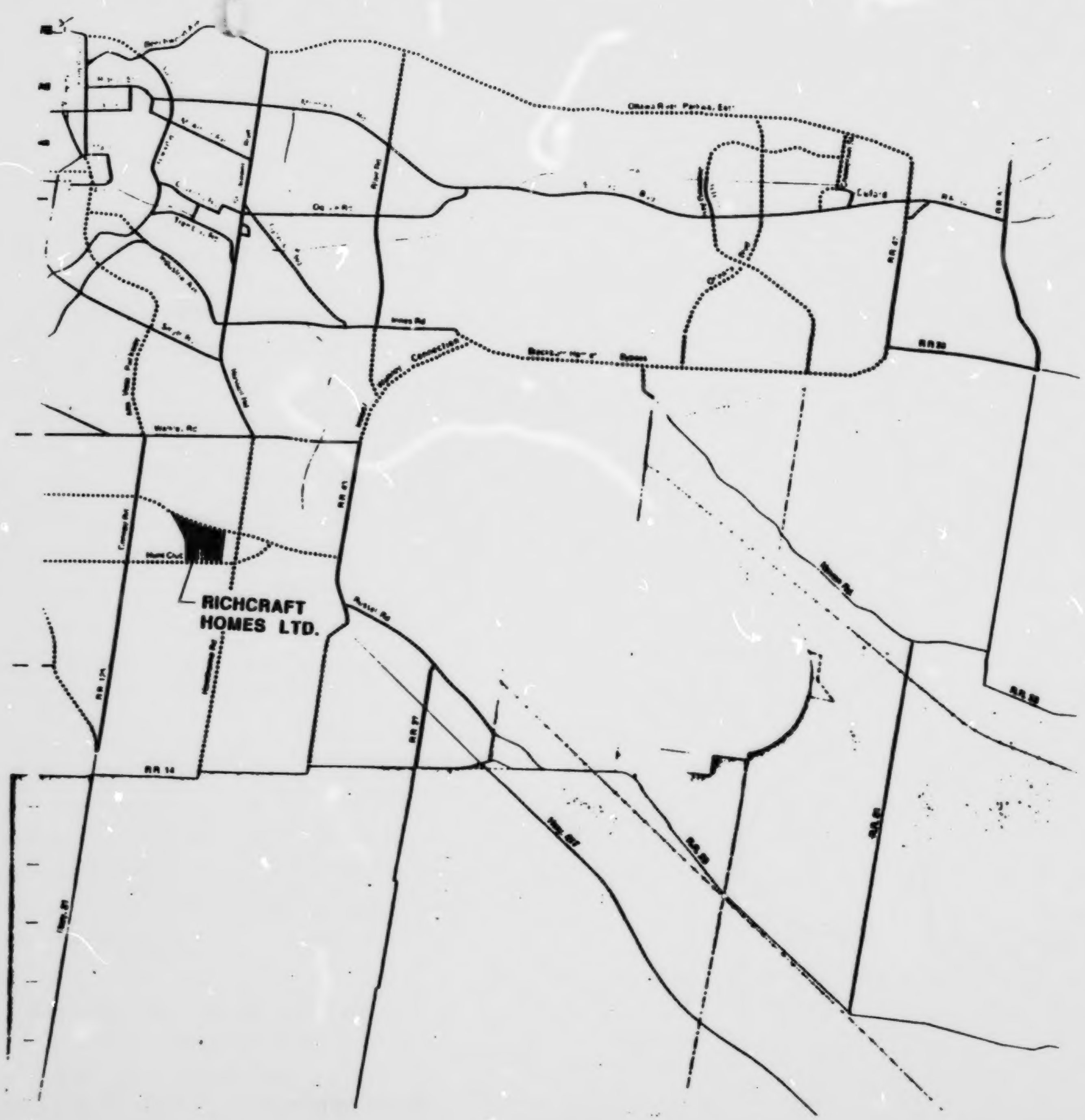
ATTACHMENT 3



BANK STREET
WALKLEY ROAD
N.C.C.
CITY OF OTTAWA
HYDRO
C.P.R. C.N.R.
HAWTHORNE REALTY
RICHCRAFT BUILDERS
ALBION ROAD
PAGEN INVESTMENTS
GUARANTY PROPERTIES LIMITED
BONA
RICHCRAFT
EXISTING
SAN. & STORM OUTLET
RICHCRAFT HOMES LIMITED
CAMPEAU
CAMPEAU CORPORATION
MARITIME LIFE ASSURANCE
PROPOSED HUNT CLUB ROAD EXTENSION
FUTURE
PROPOSED AMENDMENT TO
CITY OF OTTAWA
AND
REGIONAL MUNICIPALITY OF
OTTAWA-CARLETON
OFFICIAL PLANS
BY
RICHCRAFT HOMES LIMITED
DRAWING NO. 6
SERVICING
441
DELCAN-COCKBURN
DATE: OCT. 1986
SCALE: 1:2500

ATTACHMENT 4

070-8



DRAFT
PROJET

EXISTING REGIONAL ROADS —— ROUTES RÉGIONALES EXISTANTES

PROPOSED REGIONAL ROADS ········ ROUTES RÉGIONALES PROPOSÉES

Note:

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(2) This schedule indicates the geographic extent of urban Regional roads and is not intended to relate to the geographic extent of the urban policy area of Schedule B.

(3) Existing regional roads which are not part of the future network are shown on Schedule C2.

Note:

(1) La présente annexe fait partie du Plan directeur de la Municipalité régionale d'Ottawa-Carleton et doit être consultée en se reportant au texte même du Plan directeur.

(2) La présente annexe indique l'étendue géographique des routes régionales en milieu urbain et n'a aucun rapport avec l'étendue géographique de la zone visée par les politiques en milieu urbain de l'Annexe B.

(3) Les routes régionales existantes qui ne font pas partie du réseau futur sont indiquées à l'Annexe C2.

OFFICIAL PLAN - SCHEDULE C1
FUTURE URBAN REGIONAL ROADS PLAN

PLAN DIRECTEUR - ANNEXE C1
PLAN DES ROUTES REGIONALES EN MILIEU URBAIN

Scale : 1 : 70,000

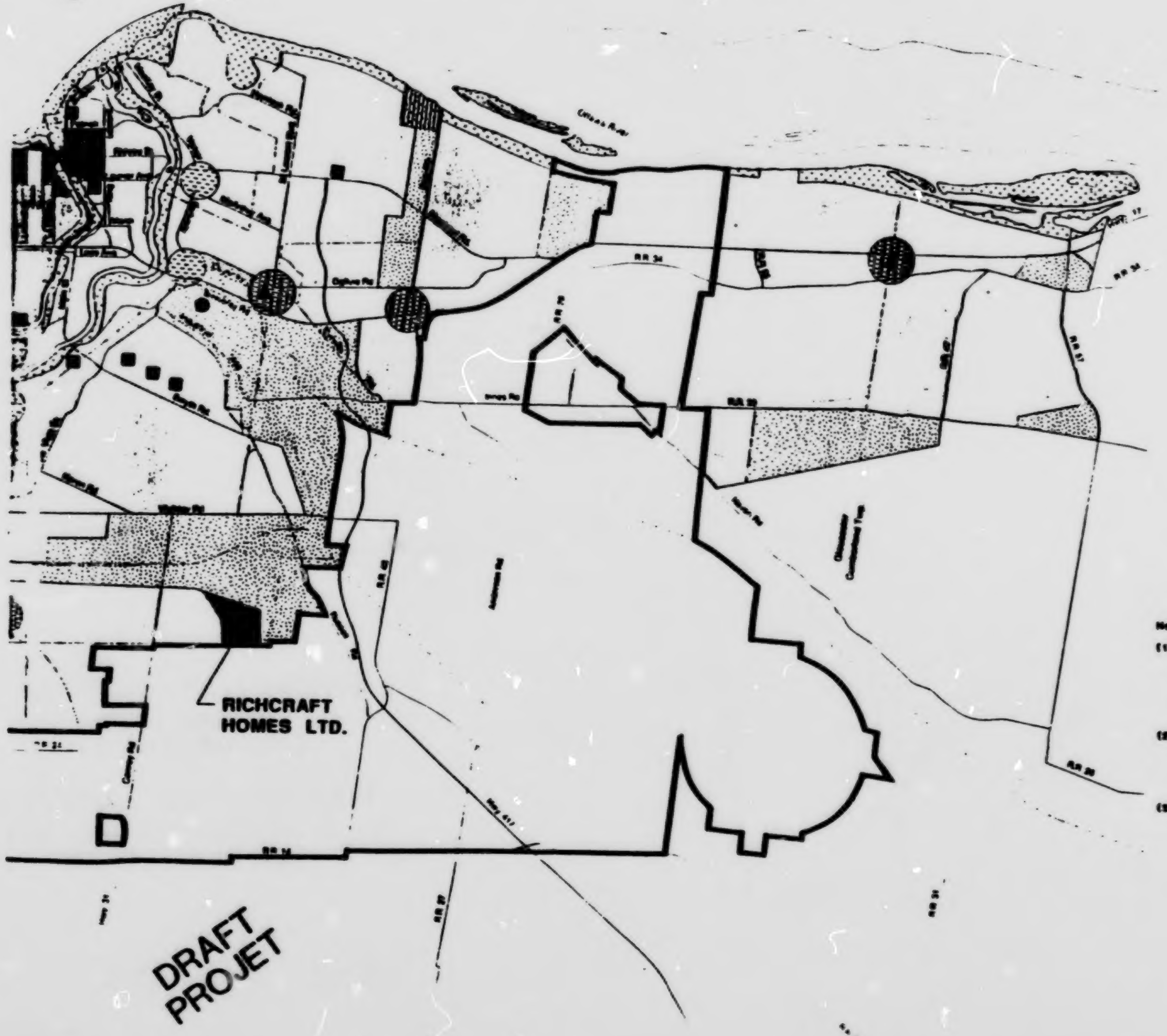
May, 1987

Mai, 1987

443

ATTACHMENT 1

C70-6



DRAFT
PROJET

CENTRAL AREA	■	ZONE CENTRALE
PRIMARY EMPLOYMENT CENTRE	●	CENTRE D'EMPLOI PRIMAIRE
SECONDARY EMPLOYMENT CENTRE	○	CENTRE D'EMPLOI SECONDAIRE
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GENERAL URBAN AREA (ENERGY CONSERVING COMMUNITY)	C ☆ C C	ZONE URBAINE GÉNÉRALE (CONSERVATION DE L'ENERGIE)
REGIONAL SHOPPING CENTRE	▲	CENTRE COMMERCIAL RÉGIONAL
TRANSPORTATION TERMINAL	●	TERMINUS
MAJOR COMMUNITY FACILITY	■	INSTALLATION COMMUNUTAIRE IMPORTANTE
GEOLOGICAL FEATURE	○	CARACTÈRES GÉOLOGIQUES
GENERAL URBAN AREA (SPECIAL STUDY)	▨	ZONE URBAINE GÉNÉRALE (ÉTUDE SPÉCIALE)
GREENBELT BOUNDARY	—	LIMITE DE LA CENTURE DE VERDURE

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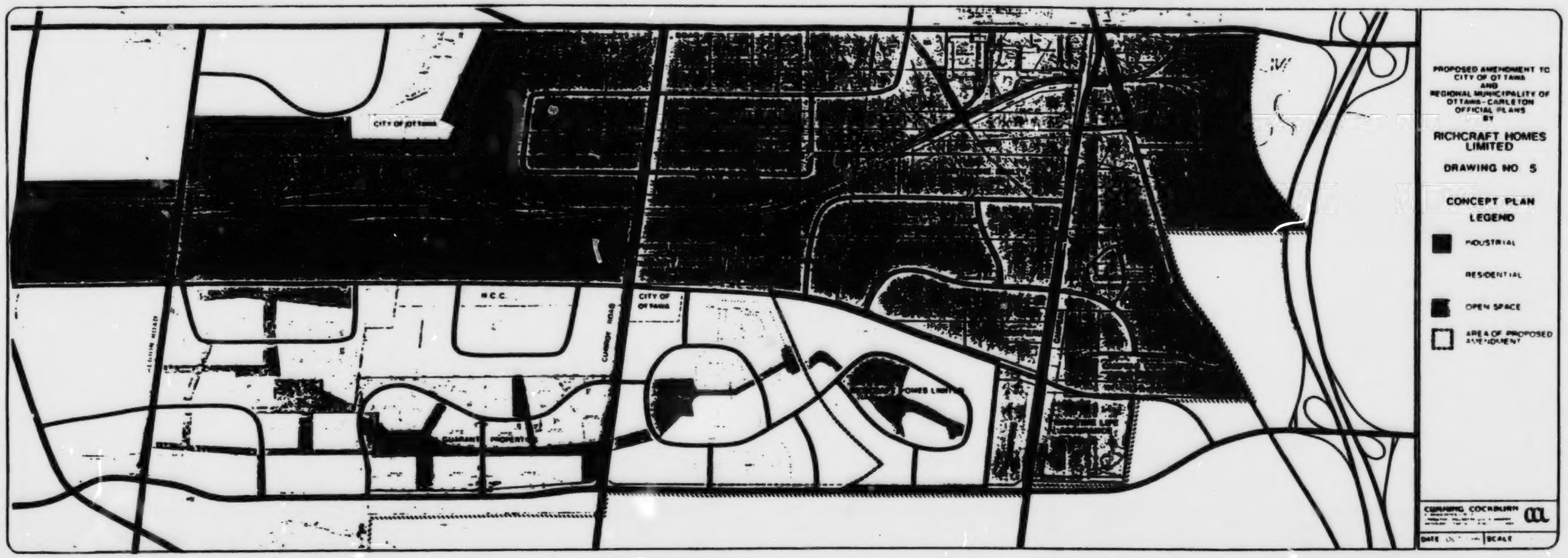
URBAN POLICY PLAN

PLAN DIRECTEUR - ANNEXE B
PLAN DES POLITIQUES EN MILIEU URBAIN

ATTACHMENT 2


CITY OF OTTAWA
N.C.C.
CITY OF OTTAWA
CURRY ROAD
GUARANTY PROPERTIES
HOMES LIMITED
PROPOSED AMENDMENT TO
CITY OF OTTAWA
AND
REGIONAL MUNICIPALITY OF
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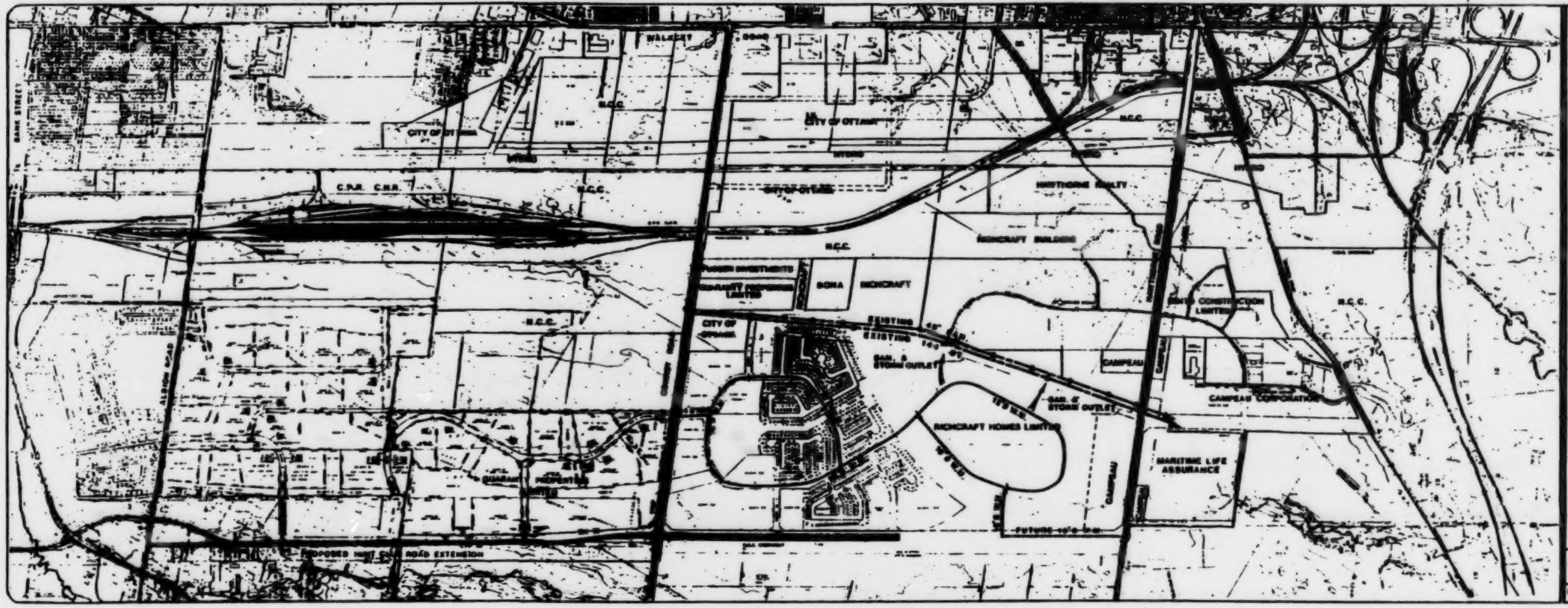
OPEN SPACE
AREA OF PROPOSED AMENDMENT
CUMMING COCKBURN
DATE
SCALE

070-B

445

ATTACHMENT 3


BANK STREET
WALKLEY ROAD
CITY OF OTTAWA
N.C.C.
HYDRO
C.P.R. C.N.R.
HAWTHORNE REALTY
RICHCRAFT BUILDERS
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RICHCRAFT
CITY OF OTTAWA
EXISTING
SAN. A STORM OUTLET
SAN. C STORM OUTLET
RICHCRAFT HOMES LIMITED
CAMPEAU
CAMPEAU CORPORATION
MARITIME LIFE ASSURANCE
FUTURE
PROPOSED HUNT CLUB ROAD EXTENSION

PROPOSED AMENDMENT TO
CITY OF OTTAWA
AND
REGIONAL MUNICIPALITY OF
OTTAWA-CARLETON
OFFICIAL PLANS
BY

RICHCRAFT HOMES LIMITED

DRAWING NO. 6

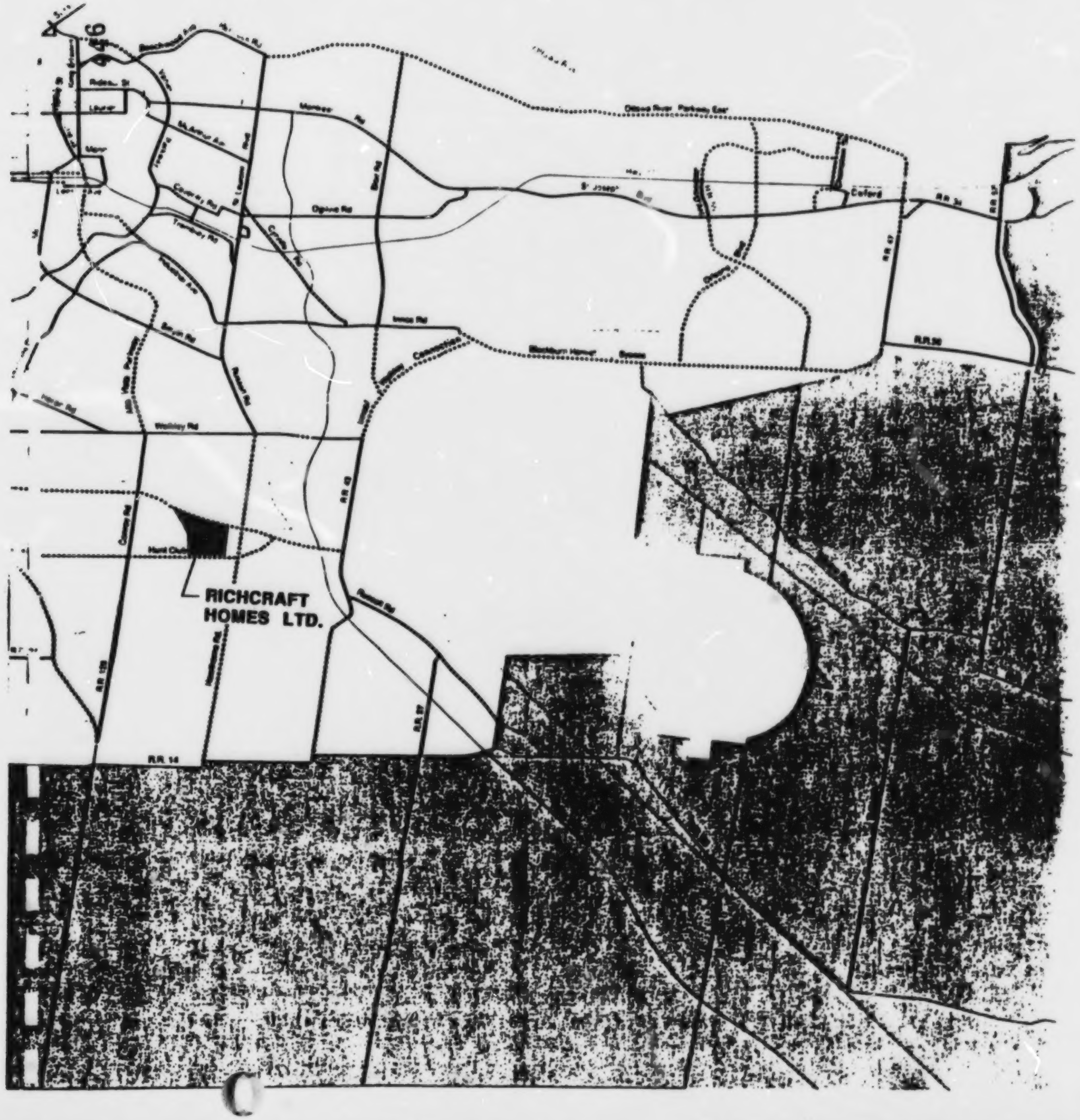
SERVICING

CHAPMAN COCKBURN

DATE: OCT 1980 SCALE: 1:2500

ATTACHMENT 4

070-B



DRAFT
PROJET

EXISTING REGIONAL ROADS ——— ROUTES RÉGIONALES EXISTANTES

PROPOSED REGIONAL ROADS ········ ROUTES RÉGIONALES PROPOSÉES

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(2) La présente annexe indique l'étendue géographique des routes régionales en milieu urbain et n'a aucun rapport avec l'étendue géographique de la zone visée par les politiques en milieu urbain de l'Annexe B.

(3) Les routes régionales existantes qui ne font pas partie du réseau futur sont indiquées à l'Annexe C2.

OFFICIAL PLAN - SCHEDULE C1
FUTURE URBAN REGIONAL ROADS PLAN

PLAN DIRECTEUR - ANNEXE C1
PLAN DES ROUTES REGIONALES EN MILIEU URBAIN

Scale : 1 : 75,000

May, 1997

Mai, 1997

#071

14 September 1987

Ms Ann Therese MacEachern
Planning Committee
Regional Municipality of Ottawa-Carleton
14th Floor, 222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Official Plan Review and
The Bradley Lands - City of Gloucester

We own lands immediately south of the East Urban Community (Orleans) as now designated in the Official Plan of the Regional Municipality of Ottawa-Carleton. We have kept these lands virtually intact, to provide the optimum opportunity for comprehensive urban development.

The draft of the revised Official Plan, recently released, makes no change to the boundaries of this Residential District, in spite of the City of Gloucester's repeated requests for an extension southerly of this Residential District going back to the mid 70's.

The East Urban Community was originally limited to 35,000 persons, but on the submission of major developers, this was revised to 75,000 to 100,000 population. It was determined that the physical expansion of the Urban Community should extend easterly rather than southerly. This, in spite of the fact that our lands to the south are closer to the central city, Ottawa, than these lands to the east in Cumberland Township. Our lands are only two township lots from Blackburn Hamlet, also a part of the Urban Area.

We find it difficult to understand how huge developments can occur in the Township of Cumberland, with the traffic utilizing Innes, Navan and Fourth Line Roads which pass by our lands, originally fronting on Innes Road, yet we are not allowed to develop.

Our lands are serviced with water, and have been since 1976. Now that the lands between Innes Road and Navan Road are to be developed, the extension southerly of the Urban Community must be seriously considered so that any oversizing of services can be built into that development.

We support the City of Gloucester's recently submitted proposed Official Plan Amendments Nos. 9 and 47. These amendments are somewhat confusing in presentation, but our lands are designated Urban Policy Area and Residential (overlain by Unstable Lands). We have been advised by the Commissioner of Planning and Development of Gloucester that our lands can be developed residentially if an engineering report shows that there are no physical problems.

Ms Ann Therese MacEachern
The Bradley Lands
14 September 1987

page 2

The Unstable Lands designation was a very general and rather imprecise designation. We believe that it was based on the reported high water table on some of our lands. It does not at all relate to the Environmental Constraints Area in the Regional Official Plan. Having farmed in this area all our lives we can attest to the fact that there has never been any flooding. However, if it simply means that a favourable engineering study must be submitted prior to our being allowed to develop residentially, we are quite prepared to accept this limitation.

Although our family has farmed lands in this area for over 100 years, after the National Capital Commission expropriation for the Greenbelt and urbanization of other lands the lands left in our ownership cannot now support economic agricultural endeavours. The proximity of development which has occurred in the surrounding area over the years has made it most difficult to continue, even on a part-time basis, farming the lands. In the fullness of time we are confident that they must be included in the Urban Area. These lands are really "boxed in" with the Greenbelt on the west, the abandoned railway and the Mer Bleue on the south, the designated urban area to the north, a mixed use area to the east, and the Notre Dame des Champs Village east of that. The mixed use area to the east is so highly developed, much of it looks like an extension of the urban area. The developed lots along Page, Navan and Fourth Line Roads have been severed from producing farm lands within the last thirty years. There is still some farming, but the only successful agricultural operation is on a 125 acre parcel used by a farmer with headquarters elsewhere. In fact there is not one parcel in the entire area, including the Greenbelt lands, which is a viable agricultural unit, and no one is making a living solely from agriculture.

We feel that we are stranded, not able to farm effectively and yet not able to develop. It seems to us that development is being permitted virtually everywhere but on our lands which, as noted above, are the closest to urban development and more easily serviced than the other two potential urban expansion areas being proposed by the City of Gloucester: Leitrim and the South Urban Area.

We were advised by our father to keep these lands intact so that they could be developed on a comprehensive basis and thus leave a worthy and significant Bradley heritage. We did not succumb, as did the property owners immediately to the east, to severing off lot frontages on a wholesale basis.

Residential development was permitted under the Gloucester Zoning By-law of 1960 until the passing of the 1984 By-law, and many lots were created prior to the adoption of the Official Plan in 1980.

We affirm our support for the proposed Official Plan Amendments Nos. 9 and 47 to the City of Gloucester Official Plan, but would note that, other than our lands, the immediate development potential is relatively limited because of the fragmented ownership in much of the rest of this area.

We earnestly request that reconsideration be given to the expansion of Orleans southerly, and are enclosing a background report prepared by Marion Seymour, Consultant, Urban and Regional Planning, with respect to our lands.

K Bradley. H Bradley

Keith Bradley Harold Bradley

Box 128, R.R. 9, Gloucester, Ontario, K1G 3N5

Enc. (1)

cc. Mr. John G. Reid
Commissioner of Planning and Development
City of Gloucester

14 September 1987

THE BRADLEY LANDS

PURPOSE

The purpose of this report is to establish the rationale for including the Bradley lands in the East Urban Community in the Official Plan of the Regional Municipality of Ottawa-Carleton.

LOCATION

The subject lands are located immediately east of the Greenbelt, south of the Navan Road, and north of the abandoned CPR right-of-way. They are 5 miles from the Orleans Town Centre, 5 miles from the Gloucester City Hall, and 8 miles from the Parliament Buildings. They are closer to the central city than the easterly part of Orleans, the Leitrim Area, the South Urban Area and Kanata.

see Plate No. 1

PHYSICAL DESCRIPTION

The area of the subject lands is 104 acres, 64 north of the Fourth Line Road, and 40 south of it. There is a small escarpment close to the Navan Road. The remainder of the lands are relatively flat, with a small hill in the southeast portion. The land has been farmed, and therefore cleared, so that there is little tree cover. There is a small creek running northeast to southwest in the northern portion of the site.

OWNERSHIPS

The subject lands are owned by Harold and Keith Bradley. Harold owns 35 acres north of the Fourth Line; Keith owns 29 acres north of the Fourth Line and 40 acres south of it. The lands to the west and south are owned by the National Capital Commission, and form part of the Greenbelt. The lands to the North are owned by Minto Construction Limited and Wayne Bradley, a brother. The lands to the east are in a variety of ownerships.

see Plate No. 2

HISTORY

The Bradley's great grandfather started farming here in 1878, and their father at one time farmed 1000 acres of land in this area. Much of this land was acquired by the National Capital Commission for the Greenbelt, and the Bradley family was left with a total of 200 acres. Some of this acreage was included in the designated Urban Area and 73 acres has since been sold.

The Bradleys farmed the remaining lands, together with lands rented from the National Capital Commission and others. The N.C.C. would not agree to an acceptable long term rental arrangement. The other rented lands, some in Blackburn Hamlet and some south of Innes Road became urbanized, either through development, redesignation and/or rezoning. This discouraged the Bradleys from farming. Keith stopped farming in 1969 and Harold in 1975.

Some of the lands are now being used by others for cash crops, so that the lands will not grow wild. It is not a financially beneficial operation. The remainder of the lands lie fallow.

REGIONAL OFFICIAL PLAN DESIGNATIONS

DATE		DOCUMENT	DESIGNATION
September	1973	Draft Official Plan	Mainly Marginal Resource Area Agricultural Resource Area
October	1974	Council Approved Official Plan	Agricultural Resource Area Marginal Resource Area Hazard Land
November	1979	Amendment No. 12	No change
November	1980	Amendment No. 20	Agricultural Resource Area Marginal Resource Area Environmental Constraints Area
December	1985	Office Consolidation	No change
May	1987	Draft Official Plan	General Rural Area

LOCAL OFFICIAL PLAN

DATE	DOCUMENT	DESIGNATION
1975	Submission to Region	Urban Area
1978 - 1980	Draft Official Plan	Rural B
1980	Council Approved Official Plan	Rural B
1981	Regional Council	Rural A
1982	Minister of Municipal Affairs and Housing	Rural A (Minister's Modification)
1984	Office Consolidation	Rural A
1986	Amendment No. 9 to the Official Plan	Urban Policy Area and Residential (with Unstable Lands overlay)
"	Amendment No. 47 to the Orleans Secondary Plan	Residential (with Unstable Lands overlay)

ZONING

By-law 26 of 1960 - North of Fourth Line Road - B - Residential
South of Fourth Line Road - D - Residential
Commercial
Industrial

By-law 222 of 1984 - As - Agricultural Specialized Zone

071-7

TRANSPORTATION

Roads

There are a number of roads serving this area now and in the future. In a north-south direction there will be an easy route to the Orleans Town Centre via Page Road and Orleans Boulevard, both Major Roads on the Gloucester Official Plan. East-west there are the Innes and Navan Roads. The latter road will intersect the proposed Blackburn Hamlet by-pass just to the northwest of the Bradley Lands. In addition, to the west, there are the Anderson and Blair Roads. The latter road will intersect the proposed Walkley-Innes connection leading to the Blackburn Hamlet by-pass. Except for Page Road, these roads are all designated Arterials in the Gloucester Official Plan, and many of them are, or will be, Regional Roads.

It is 5 miles from The Bradley Lands to the Gloucester City Hall and less than 5 miles to the Orleans Town Centre.

see Plate No. 3

Transit

The Transitway will extend to the Orleans Town Centre, and in the future there will be a local bus connection to the transitway in this Centre, which is less than 10 minutes away.

There is a 10 minute express bus service on Navan Road to and from downtown Ottawa in the morning and evening. There is also a half hour bus service on Navan Road between the Blackburn Hamlet Arena and the Orleans Town Centre, which connects with other buses. The Bradley Lands are just outside the present Urban Transit Area which no doubt would be expanded if these lands were to be included in the East Urban Community.

PRESENT LAND USE

Generally speaking, the predominant land use in the area is residential, with some commercial. There is only one 125 acre tract primarily in agricultural use. This is on the south side of the Fourth Line Road, east and west of the Page Road extension.

see Plate No. 2

071-8

SERVICES

Water

There is a 12" water main on Navan Road, and a 4" water main on Fourth Line Road, which were installed in January 1976.

Sewer

Provision has been made by the City of Gloucester for the extension of sanitary services into this area. This is illustrated on Figure No. 1, Sanitary Sewer Master Plan, and Figure No. 2, Storm Sewer Master Plan, of the Report on Storm and Sanitary Servicing prepared by Gore and Storrie Limited for the City of Gloucester and dated May, 1982. These figures are not attached to this report, but are available.

UTILITIES

Bell Telephone

Service is available in this area and will be expanded with new development.

Hydro

Gloucester Hydro is monitoring urban development in this area and has already reconstructed its plant on Page Road as far south as the Hydro transmission line to serve the anticipated development east and west of Page Road, particularly the proposed Minto development south of Innes Road. As urban development extends southerly, upgrading of the existing plant on Navan and Fourth Line Roads will be undertaken. They do not anticipate any problem in servicing new development.

Gas

There is gas available at Fourth Line and Mer Bleue Roads which could be extended into this area if there were sufficient demand.

Cablevision

Skyline Cablevision has service on Navan Road extending beyond Page Road, and extending west on the Fourth Line Road to serve existing development. There would be no difficulty in providing service to the undeveloped area.

COMMUNITY FACILITIES

Schools

With the approval of Amendments Nos. 9 and 47 there would be the attendant development of schools. At the present time the nearest schools, or those which would serve this area include:

Public - Carleton Board of Education

- Meadowview Public School, Navan
- Blackburn Public School - English K-5
- Glen-Ogilvie - Early French Immersion K-5
- Convent Glen Public School - English K-5
- Emily Carr Middle School - All programmes 6-8
- Henry Larsen - early French Immersion - K-8
- Chapel Hill school site reserved
- Gloucester - English Language and French Immersion High School
- Cairine Wilson - English Language High School
- Garneau - French Language High School
- Louis Riel - French Language High School

Separate - Carleton Roman Catholic Separate School Board

- Ste. Marie - French Elementary K-6
- Good Shepherd - English Elementary K-6
- St. Matthews - English 7-12 OAC
- Pauline Vanier - Intermediate - 7-8
- Samuel Genest - French Catholic High School
- Lester B. Pearson - English Catholic High School

071-10

Community Facilities cont'd.

Parks and Recreation Facilities

Similarly, a local park and other recreational facilities would accompany development of this area, but the present parks and recreation facilities include the following:

Federal - The Greenbelt is adjacent to the westerly and southerly boundaries of the property and provides many recreation opportunities, particularly hiking and cross country skiing.

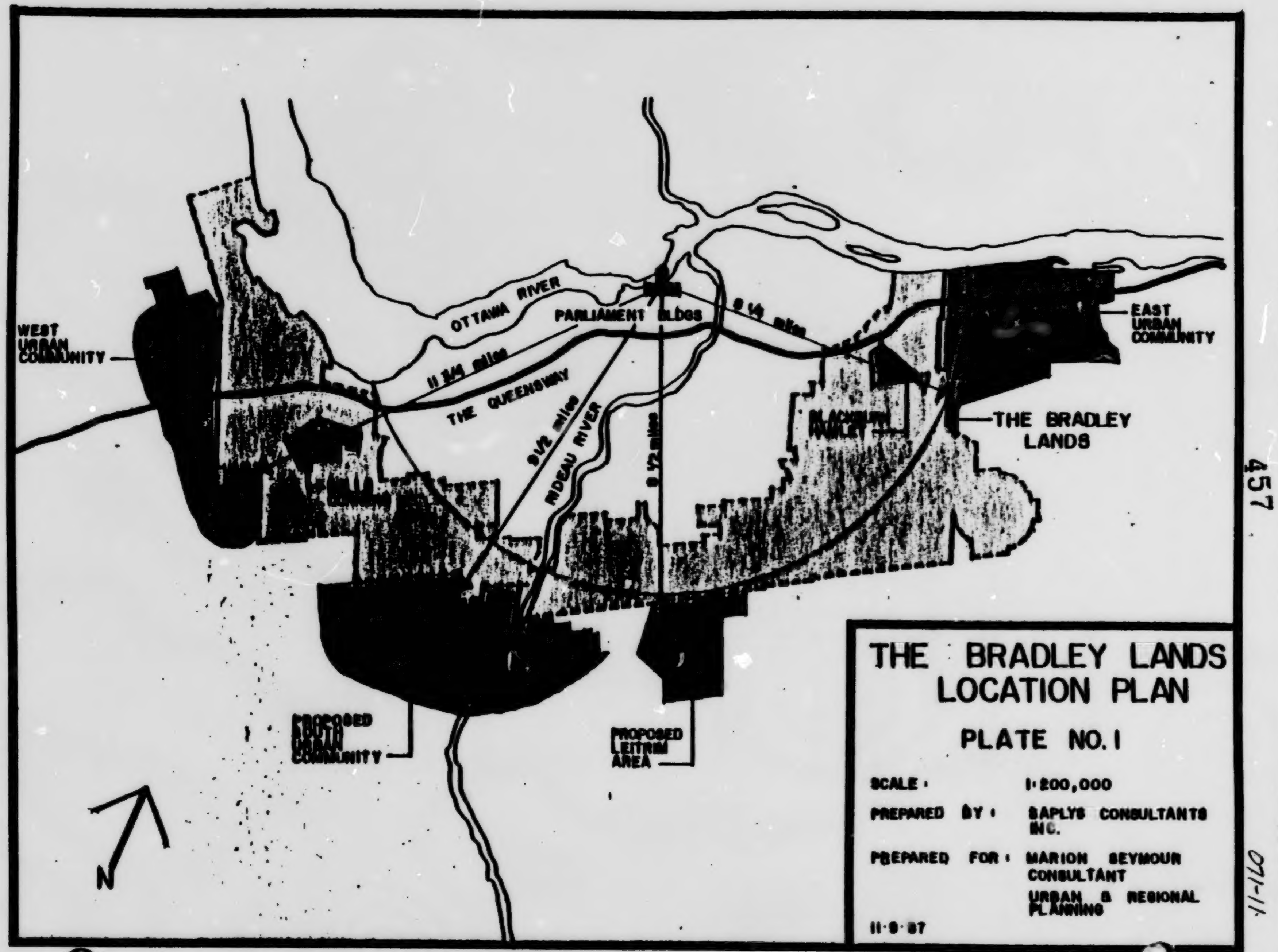
Municipal - There are 6 City parks in Orleans of 10 acres or more, and 25 - 30 under 10 acres. The Orleans Recreation Centre has two pools, two ice surfaces, several racquet courts, exercise room, and a number of multi-purpose meeting rooms

There is a large park with a community centre in Notre Dame des Champs, used for a great many activities, and a new large park in Chapel Hill.

SUMMARY AND CONCLUSION

The Bradley Lands are closer to the centre of the urban area, and can more easily be serviced than any of the other potential urban lands under consideration. In fact they already have water, roads, transit, hydro, telephone, television, schools and parks. The only missing services are storm and sanitary sewers, and gas, all of which can easily be extended to service these lands. They no longer have any significant agricultural potential and are virtually isolated, with urban development existing or proposed to the east and north, and the Greenbelt to the south and west. It is therefore concluded that the Bradley lands should be designated as part of the Urban Area.

Prepared by Marion Seymour, MCIP,
Consultant, Urban and Regional Planning


OTTAWA RIVER
PARLIAMENT BLDGS
8 1/4 miles
EAST URBAN COMMUNITY
WEST URBAN COMMUNITY
11 1/4 miles
THE QUEENSWAY
9 1/2 miles
RIDEAU RIVER
8 1/2 miles
BLACKBURN HAMLET
THE BRADLEY LANDS
PROPOSED SOUTH URBAN COMMUNITY
PROPOSED LEITRIM AREA
N

THE BRADLEY LANDS LOCATION PLAN

PLATE NO. I

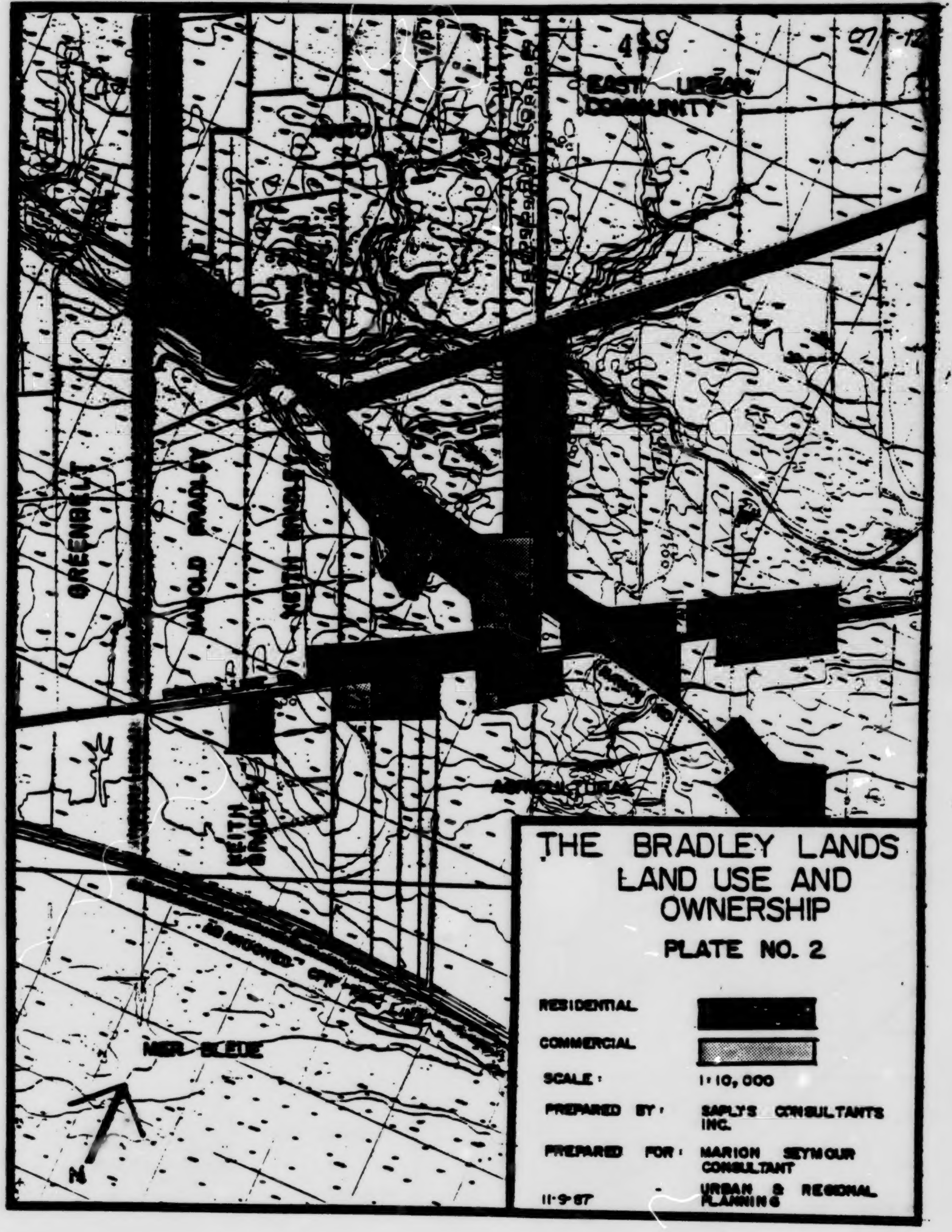
SCALE : 1:200,000

PREPARED BY : SAPLYS CONSULTANTS INC.

PREPARED FOR : MARION SEYMOUR CONSULTANT URBAN & REGIONAL PLANNING

11·9·87

11-170

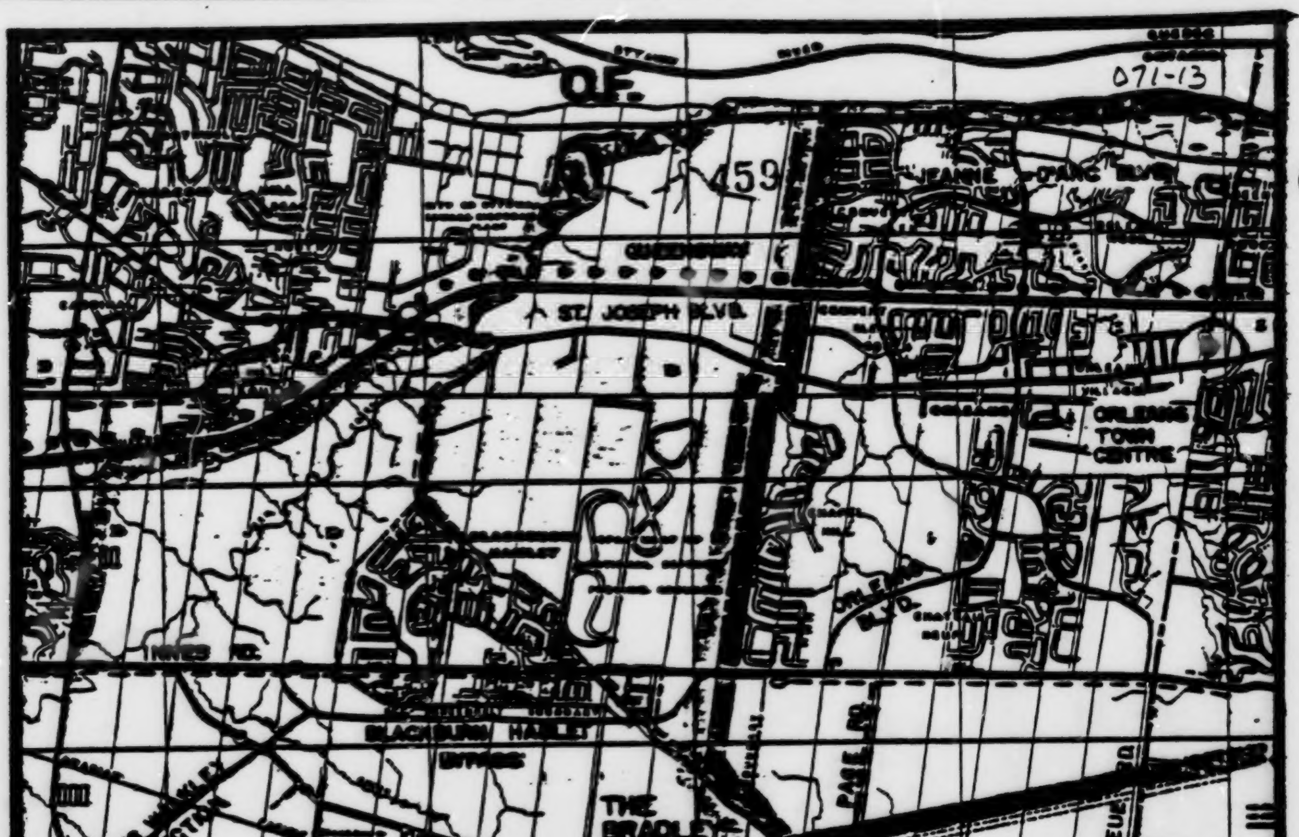

4$S
EAST URBAN COMMUNITY
GREENBELT
HAROLD BRADLEY
KEITH BRADLEY
KEITH BRADLEY
AGRICULTURAL
ABANDONED OFF-TAKE LINE
MER BLEUE
N

THE BRADLEY LANDS
LAND USE AND
OWNERSHIP

PLATE NO. 2

RESIDENTIAL	■
COMMERCIAL	▨
SCALE :	1:10,000
PREPARED BY :	SAPLY'S CONSULTANTS INC.
PREPARED FOR :	MARION SEYMOUR CONSULTANT - URBAN & REGIONAL PLANNING
11-9-87	

071-13



THE BRADLEY LANDS TRANSPORTATION

PLATE NO.3

FREEWAYS
REGIONAL ROADS EXISTING & PROPOSED
ADDITIONAL GLOUCESTER ARTERIALS & COLLECTORS
TRANSIT ROUTE
LOCAL BUS ROUTES 42,129
SCALE: 1:60,000
PREPARED BY: SAPLYS CONSULTANTS INC.
PREPARED FOR: MARION SEYMOUR CONSULTANT URBAN & REGIONAL PLANNING
11·9·87
459
ST. JOSEPH BLVD.
GREENWAY
JEANNE D'ARC BLVD.
ORLEANS TOWN CENTRE
ORLEANS BLVD.
INNES RD.
BLACKBURN HAMLET BYPASS
THE BRADLEY LANDS
PAGE RD.
MER BLEUE RD.
NAVAN RD.
INNES WALKLEY CONNECTOR
WALKLEY RD.
ANDERSON RD.
417
N

#072

MARION SEYMOUR, CONSULTANT URBAN AND REGIONAL PLANNING

902-2001 Carling Avenue, Ottawa, Ontario K2A 3W5 Tel.: (613) 729-9789

2 September 1987

Ms Ann Therese MacEachern
Secretary
Planning Committee
Regional Municipality of Ottawa-Carleton
14th Floor, 222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Agricultural Resource (River Corridor) Designation
Official Plan Review

In reviewing the Regional Official Plan on behalf of my clients, Jack and Sandra Watson, I noted the inequity which has occurred because the Agricultural Resource (River Corridor) designation west of Regional Road 19 (River Road) was changed by Amendment No. 40 to Marginal Resource (River Corridor). The result of this change was to leave the Agricultural Resource (River Corridor) designation to the east of Regional Road 19, while the lands to the west of Regional Road 19, adjacent to the Rideau River became Marginal Resource (River Corridor). Thus the lands to the east of Regional Road 19, and therefore removed from the river, are more constrained by the Regional Official Plan BECAUSE OF THE RIVER than the lands to the west of Regional Road 19 adjacent to the River.

A similar situation exists on the west side of the Rideau River with respect to Regional Roads 2 and 13.

In the draft Official Plan now under review, the Marginal Resource (River Corridor) designation has been changed to General Rural Area (River Corridor), and the inequity continues to exist.

The policies for General Rural Area (River Corridor) and Agricultural Resource Area (River Corridor) are similar. However, in addition, to the uses permitted in the Agricultural Resource Area (River Corridor), the General Rural Area (River Corridor) policies permit tourist developments, limited commercial uses, and country lot development.

Although the Agricultural Resource Area (River Corridor) policies permit all General Rural Area (River Corridor) uses, "on land which is unsuitable for sustained agricultural production" this permission is limited to "those small parcels of agricultural land along the Rideau River which lie between the river and Regional Roads 13 and 19".

Ms. Ann Therese MacEachern
Official Plan Review
page 2

In the City of Gloucester, all the lands lying between the river and Regional Road 19 are already proposed to be designated General Rural Area (River Corridor), hence this permission has no purpose or effect. As noted above, the lands to the east of Regional Road 19 are proposed to be Agricultural Resource Area (River Corridor) and thus more restricted in the range of uses permitted than the lands lying closer to the river.

It is understood that the River Corridor designations were not a part of this recent review of the Official Plan because of the exhaustive study undertaken and the relatively recent conclusion (1984) of this study.

It would be helpful, therefore, if the Planning Committee were to ask the staff to review the matter and to come forward with a recommendation in its final report concerning a resolution to this problem of inequity.

Marion Seymour

Marion Seymour, MCIP

#073

W.T. Leathem
Commissioner
of Planning

NEPEAN

PLANNING DEPARTMENT

our reference:

your reference:

September 16, 1987

Mr. N. Tunnacliffe,
Director
Policy and Program Division
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir:

Re: Draft Regional Official Plan

Please find attached the City of Nepean's response to the draft Regional Official Plan as approved by Nepean Council on September 17th, 1987.

A number of minor changes in text have been made to the comments previously forwarded on September 9th, 1987.

Yours truly

The Corporation of the City of Nepean

Per:
S.A. Cunliffe
Senior Planner

SAC/dt
attach.

CORPORATION OF THE CITY OF NEPEAN
3825 Richmond Road
Nepean, Ontario
K2H 5C2

613-829-1510

073-2

DRAFT REGIONAL OFFICIAL PLAN

INTRODUCTION:

The Department has reviewed the draft Regional Official Plan and the supporting documentation and is pleased that most of Nepean's Comments in response to the Official Plan Review discussion papers have been incorporated or responded to satisfactorily. In addition, staff have met with Regional Officials a number of times to discuss areas of mutual concern. As a general comment, the draft Regional Official Plan is a vastly improved document over the existing Official Plan, clearly enunciating the areas of Regional concern and setting out a defined Regional land use strategy. As a result, conflicting planning jurisdictions are minimized.

The following discusses the areas of concern and comments with respect to the draft Regional Official Plan.

IMPLEMENTATION POLICIES:

1. Policy 1.7.2 Paragraph 5.

This policy provides for the continuation of uses existing at the date of adoption of the Plan. Implementation policies should also provide for development which has been committed at the local level through the planning approvals process which may not conform to the revised Official Plan. In addition, limited infilling and restoration in case of fire or decay, should be recognized.

Regional Development Strategy:

2. Servicing Strategy:

Policy 2.1.6

Section 2.1.6 provides that as "a matter of first priority works will be undertaken to substantially complete servicing to Kanata and Orleans in advance of providing trunk services to the Stage 1 area in the south urban centre." It is understood the policy only relates to sewer and water services and the allocation of Regional funds. The policy should be clarified to provide for the servicing of Stage 1 south urban centre if alternative methods of financing the cost of services are determined. In this regard a separate financial study should be undertaken which examines methods of financing and the allocation of Regional funds.

Although it is realized that servicing is a problem in the east and west urban centres, it should be recognized that there are considerable advantages to encouraging development in the south which will have the

073-3

effect of relieving both transportation and other servicing pressures. The provision of adequate land supply and choice of location should also not be ignored. It should be noted that to date the Region has primarily only contributed to the provision of water to Barrhaven. Future development will be subject to Regional Lot Development charges. In order to correct servicing deficiencies in the east and west, special local or Regional charges including municipal contributions needs to be examined.

A more flexible policy should be stated which provides for the commitment to servicing in the east and west but still permitting servicing of the south to proceed. A separate financial study is required which examines financing and the allocation of Regional funds.

Planning Studies South Urban Centre:

3. It is understood that the "joint" planning study required in Section 2.2 paragraph 3, involves the overall planning required for Regional services and does not require a joint study of all facilities in both Nepean and Gloucester.

   It is therefore recommended that the policy be amended to reflect that a study be undertaken immediately to determine appropriate policies for the provision of Regional services and other planning concerns.

Staging, Households and Jobs

4. **Policy 2.2. Paragraph 4** sets out a table requiring that a minimum and maximum number of households and jobs be provided for in the Stage 1 and Stage 2 area of the South Urban Community.

   Preliminary studies indicate however that because of constraints to development (noise cones, flood plains, transportation), there is more than adequate provision for jobs in the Stage 1 area north of the Jock River while not enough land suitable for residential in order to provide for the required 20,000 households including existing Barrhaven. In addition, it is more cost effective to service a portion of the area south of the Jock River than the western area of the Stage 1 lands north of the Jock River. To a large extent from a servicing point of view, it would appear staging falls more on an east west basis than north and south of the Jock River.

   As a result, it is necessary to develop at least one neighbourhood for approximately 5,000 people south of the Jock River. Calculations are based on the experience gained in the Barrhaven Community and conceptual plans prepared in relation to a detailed servicing study.

It is therefore recommended that in addition to the Stage 1 area designated north of the Jock River, an area south of the Jock River be designated for Stage 1, the limits to be determined as a result of the necessary planning study for the Stage 1 area.

Urban Area Policies

In general, it is felt that the Region has struck a good balance with respect to guiding development in order to achieve Regional objectives in the urban area, while still providing for a variety of development opportunities.

5. Policies for Employment and Shopping Facilities:

The Regional Plan designates Woodroffe and Baseline as a "Primary Employment Centre" which should accommodate at least 5,000 jobs, the two activity centres on Merivale Road which should provide between 2,000 and 5,000 jobs and the Merivale, Colonnade, Rideau Heights and north side of Bells Corners areas as Extensive Employment Centres which should accommodate at least 2,000 jobs at low densities.

Three types of shopping facilities are also identified. Regional Shopping Centres are designated and are at least 35,000 square metres. In Nepean Bayshore is designated but limited to a maximum of 70,000 square metres. Community Shopping Facilities between 10,000 and 35,000 square metres are provided for but not specifically designated. Community shopping facilities are permitted in areas designated as Primary or Secondary Employment Centres or General Urban Area. Neighbourhood Shopping Centres are also identified as being between 3,000 and 10,000 square metres and are permitted generally anywhere in the urban area.

The policies and designations for employment and shopping facilities generally recognize existing and planned future development opportunities in Nepean except for the area on the north side of Richmond Road and Robertson Roads in Bells Corners. The "Extensive Employment" designation would only permit neighbourhood level shopping facilities. Since there are numerous retail facilities within this area such as the IKEA Centre and K-Mart, which are or have the potential to be in excess of the 10,000 square metres, it is recommended that the designation be amended for the existing commercial area on the north side of Richmond Road and Robertson Road in Bells Corners from "Extensive Employment Area" to "General Urban Area". The effect of the change in designation will permit community sized shopping facilities.

Policies for General Urban Areas:

6. In areas designated "General Urban Area", permitted uses are primarily for residential purposes. Non residential uses also are permitted subject to the following policy.

"1 a) Aggregations of non-residential uses may be permitted up to a development potential of 2,000 jobs."

It is felt that this policy is not clear enough to convey the intent that large relatively high density development which generates significant traffic and employment is not permitted. The policy is not meant to apply to the urban area in general. For instance, it is understood that the policy does not apply to the aggregation of individual uses such as in Bells Corners or Merivale Road.

7. Policy 3. c) requires that "Where the road pattern is circuitous, direct pedestrian and/or bicycle paths shall be provided.

Although in principle it is agreed that safe and convenient bicycle travel is desirable, the necessity for direct paths is affected by many variables such as distance and type of land uses proposed. It is therefore recommended that the policy be reworded to: "Where the road pattern is circuitous, direct pedestrian and/or bicycle paths should be provided.

8. Policy 5 c) requires that the "location of high density blocks for buildings of more than four storeys minimize the shading of low density residential areas unless the location is undesirable with respect to transit consideration". Although the location of high density blocks is one way of minimizing sun shadow, the size and shape of the land in addition to building setbacks and design (i.e. the higher the building the farther it must be set back), are much easier to implement.

It is therefore recommended that the policy be deleted and replaced with a policy which requires that sun shadows from taller buildings be minimized through locational, building design and site planning criteria.

Development in the Rural Area:

General Rural Areas 4.2.3

General Rural Areas are those lands of less significant natural resource potential. Within these areas the Region's main concern is to maintain the rural character, while permitting limited residential development for farming, infilling and country lot development.

9. **4.2.3 Paragraph 15**

Country Lot Development:

The policies for Country Lot Development in Section 15 provide for recreational based country lot development such as around a golf course, where individual lot sizes can be less than .8 hectares, as long as the "development as a whole has an average lot size of not less than 0.8 hectares per dwelling unit."

This policy may still lead to confusion as to whether all lots or an average of all lots can be less than .8 hectares and does not make clear what land uses can be included to determine the density of the development as a whole.

10. **4.2.4 Infilling Development:**

A limited amount of infilling is permitted in "General Rural Areas" and "Agricultural Resource Area (River Corridor)", "if areas are designated in local official plans and the infilling does not result in extensions in length or depth."

It is felt that limited rounding off of existing development should be permitted where natural boundaries are used. The Rideau Glen Marina property in Lot 18, Concession "A", which at present is designated in the Nepean Official Plan and zoned Residential R1A, is an example.

Resource Area Policies

Farm Severance:

11. **Policy 5.1.3.2**

In the past Regional policies did not seriously limit the creation of farm related severances. Since existing farmers have had reasonable expectations of obtaining a severance, the Region is now proposing to limit severances by permitting the creation of one lot for each farming unit either for farm help or for retirement, regardless of the number of severances and new lots already created.

It should be noted that this situation exists in those municipalities where Regional policies have been followed by the Regional Land Division Committee and does not reflect the situation such as in Nepean where existing severance policy has limited severances to those in the interest of farming such as for consolidations, or for a retirement lot where the farm operator is retiring. Secondary dwellings required for farming are permitted to be constructed but not severed.

As a result, it is recommended that the Region require local official plans to include policies appropriate to their agricultural economy, recognizing past policies and severance activity. The discussion should indicate that a few municipalities have had clearly defined policies and as a result, the proposed Regional policies are viewed as a minimum requirement.

12. Policy 4 should clarify that the farmer must now be retiring.

13. Policy 5 should be amended to reflect that access to a Regional road should only be permitted where there is no reasonable alternative access. For example, an alternative access may use good agricultural land or be unreasonably long due to location.

14. Policy 8 provides that where non-farm residential lots designated in local official plans, are created in areas of poor land in Agricultural Resource Areas, that they be a minimum size of four hectares (10 acres). Although there may be a desire to limit the number of severances and their effects on agricultural operations, it is felt that the area restriction is arbitrary and should instead be established in local official plans.

Environmental Constraints

15. 7.2.3 Policies for Noise

Policies for noise provide that generally residential development should not be permitted above the NEF/NEP 30 noise contour. Inside the Greenbelt however, residential development is permitted between the NEF/NEP 30-35 contours if the local official plan requires acoustic design measures to lessen the effects of noise. The basis of the policy is that development inside the Greenbelt is largely committed.

Preliminary plans for the expansion of Barrhaven also indicate that large areas are between the 30-35 NEF/NEP which in the past have been acceptable areas for residential development. Although other uses such as industrial and recreational uses can be planned to locate within some of the areas affected by the 30-35 contour, it would appear that a coherent land use plan would be difficult if the policy is strictly interpreted.

It is therefore recommended that policy 15 of Section 7.2.3 be amended to also permit residential development between the NEF/NEP 30-35 contour outside the Greenbelt within the new urban centres, subject to approval by the Region of the necessary studies required in Policies 3 and 5 in Section 2.2.

16. It is further recommended that areas outside the Greenbelt which are largely developed and to which limited infilling is desirable, should also be subject to Policies 15 and 16 which permit development above the NEF/NEP 30 noise contour. Such areas should be identified in the local official plan.

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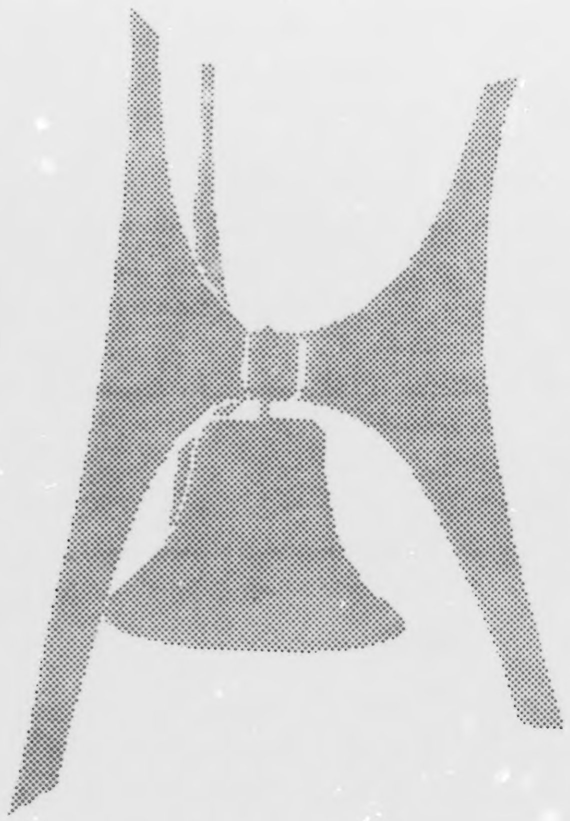
CITY OF NEPEAN



BRIEF SUBMITTED BY:

CITY OF NEPEAN
PLANNING DEPARTMENT
September, 1987

BRIEF IN SUPPORT OF
REGIONAL DEVELOPMENT STRATEGY
DRAFT OFFICIAL PLAN

INTRODUCTION:

The following presentation is in support of a position recommended by Regional staff on development strategy within the Regional Municipality of Ottawa-Carleton. It is difficult not to be somewhat parochial in making a presentation of this nature, however, this brief is an attempt to view future Regional planning implications from a Nepean perspective.

GROWTH IN OTTAWA-CARLETON:

Since the Regional Official Plan was initially prepared and adopted, many changes have taken place in terms of the patterns of growth within the region. Inside the Greenbelt most of the land has been already built and major land tracts have been developed. What is remaining is basically of an infilling and redevelopment nature. As a result of this development major growth within the next five year period will shift to the new urban communities. Even with the development of the south, the east and west urban communities will experience increasing development pressures. The patterns of growth have changed and have not been as formerly predicted. The main factors involved have been rate of land consumption, decreased family size and decreased densities of development. The rate of land consumption has exceeded predictions and expectations; for example, in the City of Nepean, land consumption during the decade of 1961 to 1971 was at a rate of 65 acres per 1,000 people; during the decade 1971 to 1981 this rate of consumption had increased to approximately 110 acres per 1,000 people. This increase in land consumption, while indicative of the regional trend, was even less than that experienced throughout the entire region.

During the last fifteen years, in the City of Nepean, family size has decreased dramatically. From an average family unit of 4.15 persons the decrease has been to 3.4 persons. This represents a major reduction at the City level, however, in the new communities this reduction has been even more apparent with the new communities having an average family size of only 2.5. It must be borne in mind that in the new communities many of the residents are of child bearing age and that this figure of 2.5 will probably increase to some extent.

Another phenomenon of the last decade has been the decrease of the development densities throughout the region and also in the City of Nepean. Many of the areas zoned for high density development actually developed at a density much less than that permitted under the relevant zoning by-laws and, in many instances, changes in the by-law were requested that resulted in even further reductions of development density. Experience, even since the approval of the existing Regional Official Plan, has proven that any proposition to require higher densities of development is always outweighed by the natural influences of the market place and the preferences of established communities.

Craig Henry, Tanglewood and Borden Farm have developed at substantially lower densities than was projected in the early 1970's. The Woodroffe Community is now projected to house less than 10,000 persons as opposed to the 15,000 persons projected in the mid-1970's and mainly for reasons of marketability. This, in combination with reduced family size, has resulted in a much greater use of urban land than had been predicted. Propositions have been made that growth in the Ottawa-Carleton region should be restricted to development nodes in the east and west and that development in the south should be delayed. The experience not only in North America but throughout the world is that development is in a radial form; it is difficult to envision any city that, even despite major geographical considerations, has developed solely in a linear manner. Growth in this region in the east and west alone would lead to increasing pressures in the urban core; all interactions between the eastern and western communities would be through the city centre resulting in increasing pressures on all east/west communication routes.

Nepean does not wish to restrict growth in other communities, for example Orleans in the last several years has been the fastest growing residential community, what Nepean wishes to see is a rational growth throughout the Region, a choice for future populations, a continued image of vitality and the avoidance of the urgent requirement to satisfy demands for the inevitable need through a compromised planning program undertaken too late.

073-13

RESIDENTIAL LAND AVAILABILITY

As previously discussed the rate of land consumption in the City of Nepean has increased dramatically in recent years leading to an acute shortage of land for residential purposes, especially in terms of low density development. North of the Greenbelt approximately 5,000 dwelling units can be accommodated. At Nepean's average provision of 1,300 dwelling units it would appear to represent a four year supply. Apartments, however, over the last several years have been a small component of new dwelling unit construction but of this figure of 5000 dwelling units, approximately 3,500 are on land zoned for apartment development. Moreover, 2,500 of these units, and virtually all of the lower density acocmmodation, are accommodated within the Woodroffe Community. Recent sales of lots for single family units in this community were at an average of $1,250 per sq.ft. frontage, or more than $60,000 per serviced lot; it is apparent therefore that the land in the Woodroffe Community, with the exception of limited social housing development, will cater only to the upper end of the market.

Neighbourhood 5 in Barrhaven was anticipated to provide a residential land supply until approximately 1992. With the rate of growth experienced over the past year, it is anticipated that this neighbourhood will be completed well within a two year time frame.

FUTURE DEVELOPMENT

It is essential that planning for the South continue and that an immediate expansion of the Barrhaven Community be undertaken within the planning context of the South Urban Centre without compromise.

It must be emphasized that the South Urban Centre is not a total new community, but is the expansion of a development that already exists and which exceeds the population of what existed in the western centre not many years ago.

Since the Regional Official Plan for Ottawa-Carleton was approved, the City of Nepean has been planning and providing services and infrastructure required for the South Urban Centre.

The following is a list of commitments that the City of Nepean has made:

Police:	The location of the Police Headquarters on Greenbank Road was based on serving not only the existing urban area north of the Greenbelt but also the future South Urban Community.
Fire:	When a decision was made to construct a third Nepean fire station, service to the total City was considered. The location of the third fire station in Barrhaven was decided on the basis of full service to the South Urban Community.

Recreation: The Walter Baker Centre was developed in the Barrhaven Community well above the standards required for a community of some 20,000 people. The development of this centre was also based upon service to a major southern development.

Municipal Services: A major sanitary sewer was constructed east of Barrhaven in advance of need to accommodate the requirements of the South Urban Community and to provide a connection to the West Rideau Collector. The storm water facilities that were constructed in the south were developed to accommodate expansion.

Commercial The community shopping centre in Barrhaven was designed and sized for service of an area beyond the present Barrhaven community. In addition, there are three existing neighbourhood facilities, and another planned.

Educational: A high school site in Barrhaven has already been acquired by the Carleton Board of Education. There is not, and probably will not be, sufficient pupil generation in the existing Barrhaven to justify the construction of the high school. This again was an example of the provision of facilities for future needs within the South Urban Centre. There are also in existence two public and two separate elementary schools.

Expansion of the Barrhaven Community and the future South Urban Centre would be well served not only by the existing infrastructure that has been developed but also in terms of other facilities located north of the Greenbelt. The South Urban Centre would be served in a northern direction by a number of arterials such such as Greenbank, Woodroffe, Merivale and Cedarview Roads. Provisions were already made for transit facilities and an extension of the transitway is relatively easy and inexpensive. Moreover, the development of the South Urban Centre would encourage interaction between existing residential and employment nodes in Nepean, Kanata and Gloucester/Cumberland. In terms of institutional uses the Queensway Carleton Hospital and Algonquin College are conveniently located to serve the future South Urban Centre. Moreover, over the past number of years, the City of Nepean, in anticipation of development in the south, has engaged in a program of acquiring land in areas of major environmental concern for major passive and active recreational uses. This program has entailed the acquisition of major land holdings along the Rideau and Jock Rivers. This land was acquired prior to consideration of land acquisition by the Regional Municipality for environmental reasons.

The area bounded by Woodroffe Avenue, Strandherd Road, Greenbank Road, the C.P.R. tracks and Fallowfield Road (Neighbourhood 6) can be serviced at minimal expense to the Region. The existing santiary sewer and pumping station can accommodate immediately 2,000 dwelling units and with modification to, or replacement of, pumps, impellers, motors and generators could service approximaately 5,000 dwelling units. The cost of the upgrade would not involve Regional contributions. Storm water facility expansion would also be at the cost of the developers.

SUMMARY:

Nepean, in terms of long range planning, investment and commitment has relied heavily on the approvals given to the South Urban Community in the Regional Official Plan.

A major part of the required infrastructure is in place and expansion of the existing community can be accommodated without compromise to long range planning of the South Urban Community.

The City of Nepean, therefore, strongly supports the development strategies outlined in the Draft Official Plan and, in particular, Recommendation 5, page 2-9 repeated below.

"5. Prior to completion of the study in policy 3 above, an amendment to Schedule B may be adopted to permit the sevicing and development of additional residential and industrial areas in the Stage 1 portion of the south urban centre north of the Jock River."

Respectfully submitted,

W.T. Leathem
Commissioner of Planning
City of Nepean

September 16, 1987

#074

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GOULBOURN

CORPORATION OF THE TOWNSHIP OF GOULBOURN p.o. box 189 stittsville ontario K0A 3G0 836-4864

BY COURIER

September 15, 1987

Nick Tunnacliffe
Director
Policy & Programs Branch
Planning Department
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

OTTAWA-CA
RECEIVED
SEP 15 1987
10.
PLANNING DEPARTMENT

Dear Sir:

Re: Goulbourn's Response
To The Draft Regional Official Plan

I enclose the amended brief from our Townships' Planning Advisory Committee. They considered and adopted this brief on September 14, 1987. I apologize for the delay to your staff, as this was the first Planning Committee meeting scheduled after the summer break.

Yours truly,

Robert D. McKay

Robert D. McKay, M.C.I.P.
Planning Director

RDM:kh
Encl.

cc: Bob Townend

074-2

TOWNSHIP OF GOULBOURN RESPONSE TO THE DRAFT REGIONAL OFFICIAL PLAN

The following is the Townships official response to the proposed Regional Official Plan. Due to the length of the document matters of the greatest significance are commented upon.

Generally the proposal is acceptable to the Township and the regional staff should be congratulated for their efforts at consulting with local municipalities. The proposed regional official plan is a long range planning document that offers a good balance between regional leadership, land ownership rights and preservation and enhancement of the urban and rural environment.

More specifically the main issues of concern are:

(A) Stittsville

> Stittsville is designated as part of Stage One Development lands with a maximum capacity of 4,000 households (12,000 population) and 5,000 jobs. The boundaries of Stittsville are established on Schedule A of the draft regional official plan. These boundaries are the existing boundaries and do not provide for any expansions to Stittsville until the year 2001.

We feel the draft regional official plan seriously underestimates the potential development of Stittsville. The current population of Stittsville is approximately 5 to 6,000 and if each lot was built upon that is part of a draft approved plan of subdivision a population of approximately 10,600 would be realized. If all development proposed to date were approved a population of between 15,000 to 17,600 would be realized within the approved boundaries. This is the current status and clearly a total of 4,000 units (12,000 population) is insufficient amount of growth to the year 2001 as it would not even accommodate immediate growth.

We understand the 4,000 unit level was required by the Regional Works Department based on sewage capacity. The Township has commissioned an independent study by A.J. Robinson & Associates which indicates the capacity of the Stittsville sewage system as 20,000 plus and can also accommodate industrial and commercial development.

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The Township in the last five years according to the building department is seeing roughly 175 homes built in Stittsville a year. It is likely this rate of building will increase as the area urbanizes. However, even at this rate, 4,000 households allocated to Stittsville would be inadequate to meet future needs as it would result in a population of greater than 12,000.

It is therefore recommended that any mention of a population allocation of 4,000 units be deleted from the Regional Official Plan and that Stittsville be allowed to grow to the limits of its sewage capacity as guided by an update to the Stittsville Secondary Plan without Regional Official Plan amendment.

In support of this change the following facts should be considered:

(1) Stittsville is located on poor agricultural land.

(2) It is distant from major land use conflicts such as an international airport or major flood plains.

(3) It is served by existing full urban services with capacity for growth.

(4) sufficient lands are designated industrial to have a balanced community within the context of other Official Plan policies encouraged place of work near place of residence.

(5) the Stittsville area is equally well served by paved arterial roads with a potential of 20,000 population: as follows.

(1) Queensway	4 lanes
(2) Fernbank Road	2 lanes
(3) Hazeldean Road	2 lanes
(4) Fallowfield Road	2 lanes
(5) Richardson Side Road	2 lanes
(6) Flewellyn Road (to be upgraded)	2 lanes
Total	14 lanes

.../3

Compared to the South Urban Community in Nepean:

(1)	Moodie Drive	2 lanes
(2)	Cedar Hill	2 lanes
(3)	Greenbank Road	2 lanes
(4)	Woodroffe	2 lanes
(5)	Merivale Road	2 lanes
(6)	Prince of Wales	2 lanes
(7)	416 (future)	4 lanes
	Total	16 lanes

South Nepean would have a population of 60-100,000.

(6) Community facilities are now in place or proposed in Stittsville, (ie. libraries, recreational facilities)

(7) the Stittsville area is largely wooded and rolling countryside aesthetically superior for residential development than flat open fields, local developers such as Monarch Construction, M. Hoiltzner and Stoip Homes have all taken advantage of the natural attributes of the landscape to create superior communities such as Crossing Bridge Estates, Amberwood, Wyldewood and Cherry Hill Estates and Forestwood Heights, and

(8) Stittsville needs extra population to have a better level of O.C.Transpo service and better shopping facilities.

It is also recommended that Schedule A of the Regional Official Plan be amended to reflect Amendments 41 and 54 to the Goulbourn Official Plan, both of which have been approved by Council (Coates, Bell etal.). The Township's Planning Advisory Committee would like to know why this was not included.

We would like clarification as to how the 5,000 jobs for Stittsville were arrived at in the draft and would like to voice opposition to any form of tying residential development to future industrial development, regional population allocation in an other form which again is an administrative nightmare for all local municipalities.

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(B) Richmond

Richmond is designated a serviced village in the draft Official Plan.

It is proposed a regional official plan amendment would be necessary to extend regional water to the Village of Richmond. The regional intent has been outlined in Section 4.22. The recently approved Richmond Secondary Plan, Local Official Plan Amendment #47 has taken these concerns into effect. Therefore it seems to the Township extremely unnecessary to require a Regional Official Plan Amendment (to Schedule H) when the region has approved a local official plan amendment such as our #47. This can only add delay to the development in the Village of Richmond. Policy should require instead detailed local official plan amendments to look at the problems of future growth in Villages as is proposed, but exclude communities such as Richmond where this task has recently been completed.

The draft regional official plan should recognize the planning effort of the Township and its own staff in the approval of Amendment #47 to the Goulbourn Local Official Plan. Richmond should continue to be allowed to grow to 5,500 in Stage One and 8,500 in Stage Two of Amendment #47.

(C) Farm Severances

The draft states 5.1.3.2.:

"Farm severances that create new building lots lead gradually to the fragmentation of farm land and to loss of land for farm production. In addition every new house is a potential source of conflict with farming operations. Over time, houses change hands and the initial farm resident may be replaced by residents with an urban background who are less sympathetic to farming practices. These considerations become more important in the long term and therefore the creation of severances should not continue indefinitely.

Prior to the date of adoption of this Plan regional policies did not constrain the creation of farm related severances. Farmers who acquired their properties before this date may therefore, subject to local official plans, have had a reasonable expectation of obtaining a severance.

.../5

Because of this, the farm severance policies of this Plan make special dispensation for farmers who owned their farm on the date of adoption of this Plan but the intent of the policies is to phase out the creation of building lots in Agricultural Resource Areas.

The policies for retirement severances are based on the philosophy that to be eligible for a severance a person should have dedicated a substantial part of his/her working life to the business of farming.

The Planning Act, 1983 permits Council to delegate its authority to grant severances. In 1987 this authority had been delegated to a Regional Land Division Committee (for Cumberland, Goulbourn, Osgoode, Rideau, Rockcliffe Park and West Carleton) and to local Committees of Adjustment in all other area municipalities.

In summary:

3. In Agricultural Resource Areas, farm severances may be permitted:

   (a) to create one lot for each farmer owning a farm in Ottawa-Carleton on the date of adoption of this policy, for either retirement or farm help purposes;

   (b) for a dwelling made surplus through farm consolidation;

   (c) for making boundary adjustments between farms; and

   (d) for creating a new holding intended to be used exclusively as an agricultural operation, providing the size of such holding and the remaining parent parcel are sufficiently large to make the type of operations proposed economically viable. In this regard, Council shall seek the advice of the Ministry of Agriculture and Food.

4. For the purpose of Policy 3 a) a "farmer" is defined as someone whose primary occupation consists of working on a farm. In the case of a retirement lot, the farmer shall have worked on a farm in Ottawa-Carleton for at least 20 years.

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5. When considering a proposal to create a lot in accordance policy 3 a) above, Council or the body to whom it has delegated its authority shall:

   (a) seek the advice of the Ministry of Agriculture and Food with the object of ensuring that there will be no adverse effect on agricultural operations in the general vicinity and, in particular, to have regard to the Agricultural Code of Practice dated 1976.

   (b) consider the desirability of the lot being located on land of low capability for agriculture.

   (c) require sufficient evidence to demonstrate site suitability for private individual services as provided in policy 9 of Section 10.1.2.

   (d) permit a severance which creates an additional access to a regional road only when there is no alternative location for road access."

Policy 5.1.3.2. - 3(a) is not clear. Does this mean in some cases where several lots have been severed the farmer may create additional lots? We recommend this only apply if previous severance have not occurred. On the other hand there may be a legitimate need for more than one severance per farm. Therefore the Planning Advisory Committee would like Policy 3(a) of this section reworded to state:

> "Generally not more than one lot for each farmer owning a farm in Ottawa-Carleton on the date of the adoption of this plan for either retirement or farm-help purposes. Discretion may be exercised by the local municipal council on the merits of each case."

There is no problem with (b), (c) or (d) as they are provided for in municipal policy.

The Planning Advisory Committee also requests that the region support the "Right to Farm Movement" and that the region include provisions on this matter in the regional official plan.

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The draft, Section 5.1.3.3. Areas of Poor Land in Agricultural Resource Areas, states:

"Areas of poor land not in agricultural use exist within Agricultural Resource Areas. These areas are surrounded by agricultural operations. Because of their small size and scattered nature they have not been designated General Rural Area as this would permit a broad range of uses, some of which, including country lot subdivisions, would be incompatible with the surrounding agricultural operations. The policies below recognize the difference between these pockets and the surrounding farm land but establish criteria to minimize the likelihood of conflicts arising between activities permitted on these pockets and farming operations.

If area municipalities wish to permit development on these areas, the areas must be designated in local official plans through an amendment which has considered all of the lands in the area reached of the impact of the policy on the whole farming community in each area municipality before it is decided whether such a policy is desirable.

In summary:

6. Non-farm residential lots may be created by severance in areas designated Agricultural Resource in this Plan on land which displays all of the following characteristics:

   (a) has a capability rating for agriculture of class 5 or poorer as determined from the soil maps of Ottawa-Carleton prepared by the Ontario Institute of Pedology,

   (b) is not being used or capable of use as part of an adjacent agricultural operation,

   (c) has frontage on a public road,

   (d) is sufficiently wooded with mature trees so that houses can be protected from adjacent farm operations,

   If such land has been designated in a local official plan by an amendment that considers all of the lands designated Agricultural Resource Area in that area municipality.

.../8

7. Before approving an amendment pursuant to policy 6 above Council shall determine the distribution and number of lots that could be created to ensure that no new areas of strip development will be established. In addition Council shall seek the advice of the Ministry of Agriculture and Food concerning the overall impact on the agricultural activity in the municipality.

8. Lots created in accordance with policies 6 and 7 shall have a minimum size of four hectares and meet the requirements of policies 8 or 9 in Section 10.1.2."

We support this policy as it would add some flexibility in terms of pockets of poorer agricultural land in prime agricultural lands.

(D) Miscellaneous Comments

(i) The Richmond Marsh

We note with some concern that the Richmond Marsh north of the Jock River which we understand is provincially significant has been taken out of Environmental Conservation and Protection. Please contact the Ministry of Natural Resources on this matter. We do not think this area is suitable for estate lot development or subdivision.

(ii) The Stittsville Bypass

The bypass has been taken out of the Regional Official Plan. It is the Townships position that this is an essential element of future planning for Stittsville and the right-of-way must be protected by its designation. Already the discussion of this issue by the region have weakened the Townships position in obtaining and/or having this future transportation facility being built.

(iii) As part of the Regional Official Plan ministries and agencies should be limited to 60 days to respond to local official plan amendments. If no response is received in 60 days then the agency or ministry should be deemed to have no objection to the official plan amendment as circulated.

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(E) Schedule A - amendments that should be made:

(1) Lots 24, 25 Concession 9 should not be Agricultural Resource, the land is poor quality pasture land and bush a high rock table. (Maguire, Faulkner, Davidson)

(2) Part of the east half of Lot 11 Concession 8 is a major rock quarry operated by Cavanaugh Construction and should be designated Mineral Resource Area.

(3) Natural Environment Area should extend into Concession 2, 3, 4 and 5 north of the Jock River to accommodate the Richmond Fenn, a provincial significant wetlands as indicated by the Ministry of Natural Resources.

(4) Lot 1 Concession 4 and Lot 1 Concession 5 are generally poorly drained and should be considered a Natural Environmental Area.

(5) Allan Sauve property, Red Pine Estates, should be General Rural rather than Mineral Resource as the pit is exhausted and the Ministry of Natural Resources license has been returned.

(6) The land in Concession 6 west of the Conley Side Road designated Agricultural Resource should be reviewed from our perspective it is generally poorer land and should be General Rural Area.

(7) Those portions of Concession 6 and 7 in Lots 9 and 10 that are designated General Rural should be designated Agricultural Resource.

(8) The Carl Ashton property being part of Lot 25, Lot 26 Concession 10 should be entirely General Rural as it is marginal agricultural land.

(F) Schedule B - Amendments that should be made.

(1) the Amberway South and Coates property be redesignated General Urban rather than Extensive Employment Area to correspond with Councils approval,

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(2) the Southern lands of Stittsville be altered to reflect Amendment #54 to the Goulbourn Official Plan (Maguire, Bell, Clark, Faulkner).

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PERLEY-ROBERTSON, PANET, HILL & McDOUGALL
BARRISTERS & SOLICITORS - AVOCATS & PROCUREURS
PATENT & TRADE MARK AGENTS - AGENTS DE BREVETS & MARQUES

99 RUE BANK STREET
OTTAWA, CANADA
KIP 6CI

GEORGE PERLEY-ROBERTSON, Q.C.
A. de LOTBINIÈRE PANET, Q.C.
DAVID H. HILL, Q.C.
THOMAS A. McDOUGALL, Q.C.
TREVOR C. KLOTZ
PAUL B. KANE
MICHAEL A. KELEN
GRANT A. JAMESON
JOHN P. MANLEY
W. TERRANCE DENISON
MARY F. ORMEROD
ANNE L. MACTAVISH
RICHARD A. WAGNER
D. JOHN NACCARATO
HUGH BLAKENEY
DAVID MIGICOVSKY
RENÉE-MARIE BARRETTE
YVAN G. MORIN
ANNETTE J. NICHOLSON
ROCCO D'ANGELO
I. H. FRASER
ANTHONY P. McGLYNN
BARBARA J. NICHOLLS
R. AARON RUBINOFF
MARGARET I. THOMAS

TELEPHONE: (613) 238-2022

TELEX: 053-3718
TELECOPIER: (613) 238-8775
CABLE: PERLAW

PATENT & TRADE MARK AGENT
STANLEY E. JOHNSON, P. Eng.

OTTAWA-CARLETON
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SEP 15 1987
CLERK'S DEPARTMENT

FILE NO: TERR 001

September 11, 1987

Ms. Ann Therese MacEachern
Secretary, Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
KIP 5Z3

Dear Ms. MacEachern:

RE: Terrance Investments Limited
Official Plan Amendment Application "Riddell Village"

Our client, Terrace Investments Limited, filed a brief through Project Planning Canada Limited as part of the Official Plan Review process. The brief outlined our client's intentions regarding the development of lands owned by Terrace Investments Limited in the Village of South March, City of Kanata.

This will serve to remind the Planning Committee that Terrace Investments Limited have made application to amend the Regional Official Plan to permit the development outlined in the brief previously filed. It should also be indicated that the proposed development has been given approval in principle by the City of Kanata and the necessary applications to amend the Official Plan and Zoning By-law are also being made for the proposed development.

.../2

In light of the applications made, this letter is to reiterate the position of Terrace Investments Limited that was made during the Official Plan Review.

Yours truly,

for W. TERRANCE DENISON

WTD/bm

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#076

BRIEF
IN SUPPORT OF
ELSETT REALTY PROPERTY
WITHIN THE URBAN AREA
OF STITTSVILLE

Prepared for

ELSETT REALTY LIMITED
Ottawa Ontario

Prepared by

CUMMING COCKBURN LIMITED
1735 Courtwood Crescent
Ottawa, Ontario
K2C 3J2

SEPTEMBER 1987
(E.111)

CCL
Cumming Cockburn Limited
Consulting Engineers and Planners

September 15, 1987

File: 3610-310

Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Attention: Councillor Gordon Hunter
Chairman
Regional Planning Committee

Dear Sir:

Re: Brief in Response to Draft Official Plan

Cumming Cockburn Limited, on behalf of Elsett Realty Limited, is pleased to submit herewith a brief in response to the Draft Official Plan for the Regional Municipality of Ottawa-Carleton, May 1987, for the Planning Committee's consideration.

Yours truly,

CUMMING COCKBURN LIMITED

Lawrence D. Bradley, P.Eng.,
Senior Vice-President and
Regional Director.

LDB/lgb
Encl.

1735 Courtwood Cres., Ottawa, Ontario K2C 3J2 Telephone (613) 225-1311
Hull, Ottawa, Brockville, Kingston, Toronto, Waterloo, London

BRIEF IN SUPPORT OF ELSETT REALTY PROPERTY WITHIN THE URBAN AREA OF STITTSVILLE

1.0 INTRODUCTION

The firm of Cumming Cockburn Limited has been retained by Elsett Realty Limited to review and comment on the Regional Municipality of Ottawa-Carleton Draft Official Plan of May 1987, as it specifically pertains to their land holdings in the urban area of Stittsville.

Elsett Realty owns approximately 54 hectares (134 acres) of land located at the northwest corner of the intersection of Old Highway 7 and Carp Road, as indicated on attached Schedule 1. Elsett Realty is actively pursuing the development of this site as a combination of residential subdivision (± 350 lots) and highway-oriented commercial campus (5 hectares).

In reviewing the proposed policies of the Draft Official Plan, we wish to submit the following comments for consideration by the Regional Planning Committee.

2.0 REGIONAL DEVELOPMENT STRATEGY

2.1 Urban Area Designation

We are in agreement with the analysis of the situation in the village of Stittsville as stated in Section 2.2 of the Draft Official Plan.

> "Regional water and sewer services have been extended from the central systems to the village of Stittsville and provision has been made for a significant expansion of the village by designating land for development. With its potential size and its ability to support a range of housing types and industrial and commercial uses, Stittsville has taken on some aspects of an urban area..."

We support the policy contained in Section 2.2 of the Draft Official Plan for the designation of the Village of Stittsville as an urban area of approximately 980 hectares. We also support the boundaries of the designated Stittsville urban area shown on Schedule A to the Draft Official Plan.

2.2 Population Limits

Based on the following analysis of the servicing capacity and development potential for the urban area of Stittsville, it is our recommendation that the maximum number of households that should be provided for in the local Official Plan be increased from 4,000 to 6,500 households (residential population increased from 12,400 to 20,150).

It is noted that due to the proximity and direct access of the subject property to Highway 417 (Queensway), the development of the site will have a negligible impact on the existing local or regional road networks.

If the lands within the designated Stittsville urban area are not developed to a proper population density, then the services and facilities within the area will be under-utilized and inefficient land use will result. Priority should therefore be given to the full development of the defined Stittsville urban area.

2.3 Development Potential

Based on information provided by the Regional Planning Department, the total number of units presently proposed for development along with the existing units and those in registered subdivisions is in excess of the proposed development limit of 4,000 units. This indicates that there is a definite demand for housing in Stittsville that exceeds the limits for future growth proposed by the Draft Official Plan.

2.4 Servicing Capacity Analysis

The firm of A.J. Robinson & Associates Inc., Consulting Engineers, has been retained by the Township of Goulbourn to investigate the sewer system for the urban area of Stittsville (as defined in the R.M.O.C. Official Plan) as well as investigate the ultimate capacity of the system. Their report concludes that the system in the village has the capability of supporting a population in excess of 20,000 people plus approximately 247 hectares (610 acres) of industrial, institutional and commercial lands.

An overview by Cumming Cockburn Limited of the Regional sewage system flowing easterly from Stittsville to the Tri-Party Trunk Sewer on Eagleson Road via a gravity sewer, a pumping station and a forcemain suggests that with rehabilitation of the Regional gravity sanitary sewer(s) and upgrading of the pumping station(s) south of and within the Glen Cairn Subdivision, the above-noted development potential could be achieved with minimal financial impact on private or public funds.

2.5 Objectives for Water Supply and Sewage Treatment

The aforementioned rehabilitation of the Regional trunk sewer serving the Stittsville urban area would be in keeping with the proposed Regional Council objectives for water supply and sewage treatment contained in Section 10.1.1 of the Draft Official Plan which states that:

> "...Council's objectives are:
>
> 1. To upgrade the central sewage and water treatment facilities, and progressively extend trunk services to all land designated urban area on Schedule A, taking best advantage of available capacity throughout the existing system.

2. To provide water and sewer services to urban areas which support and meet the needs of the desired development pattern."

The rehabilitation of the existing sewage system serving Stittsville would provide the opportunity for the recommended additional 2,500 households to locate in the Stittsville urban area at a substantially lower cost than is possible in developing other areas that require the construction of a new system.

3.0 ENVIRONMENTAL CONSTRAINTS

3.1 Organic Soils

We acknowledge the identification of a portion of the Elsett property on Schedule G of the Draft Official Plan as containing organic soils and are in support of the policies regarding approval of developments in such areas.

In this regard, we have undertaken the following action in support of the proposed development. Report(s) entitled "Preliminary Geotechnical Investigation", "Subsurface Investigation", and "Hydrological Study, Elsett Property, Township of Goulbourn" prepared by Golder Associates, outline areas where organic deposits are to be removed prior to development implementation. These reports indicate that the recommended installation of municipal services, road construction and house foundations will be consistent with development projects presently being pursued within the R.M.O.C. growth node.

4.0 ENVIRONMENTAL PROTECTION

4.1 Storm Water Management

As a result of the site characteristics of the Elsett property, special consideration has been given to storm water management. We concur with the policies stated in Section 10.2.2 of the Draft official Plan and have undertaken the following works in accordance with these policies.

A report entitled "Storm Water Management, Elsett Property, Goulbourn", prepared by Cumming Cockburn Limited in concert with the aforementioned geotechnical investigatons has been approved in principle by the Mississippi Valley Conservation Authority and the Township of Goulbourn; these reports detail a storm water management facility and outlet works that will be implemented by the developer to ensure storm runoff and protection is in accordance with current acceptable criteria.

076-6

5.0 CONCLUSION

Based on the foregoing review of the Draft Official Plan, we believe that the proposed development of the Elsett property in Stittsville is in accordance with the objectives and policies stated therein. However, we recommend the following revisions to the Draft Official Plan:

(1) The development limit for the Stittsville urban area, noted in Section 2.2, be increased to accommodate a minimum population of 20,000.

(2) Priority be given in Section 10.1.2 to the upgrading of the sewage system serving the Stittsville urban area so as to allow Stittsville to realize its full development potential and make best use of its municipal facilities.

We request that our comments and recommendations be considered for inclusion in the Regional Official Plan.

This report is respectfully submitted on behalf of Elsett Realty Limited.

CUMMING COCKBURN LIMITED

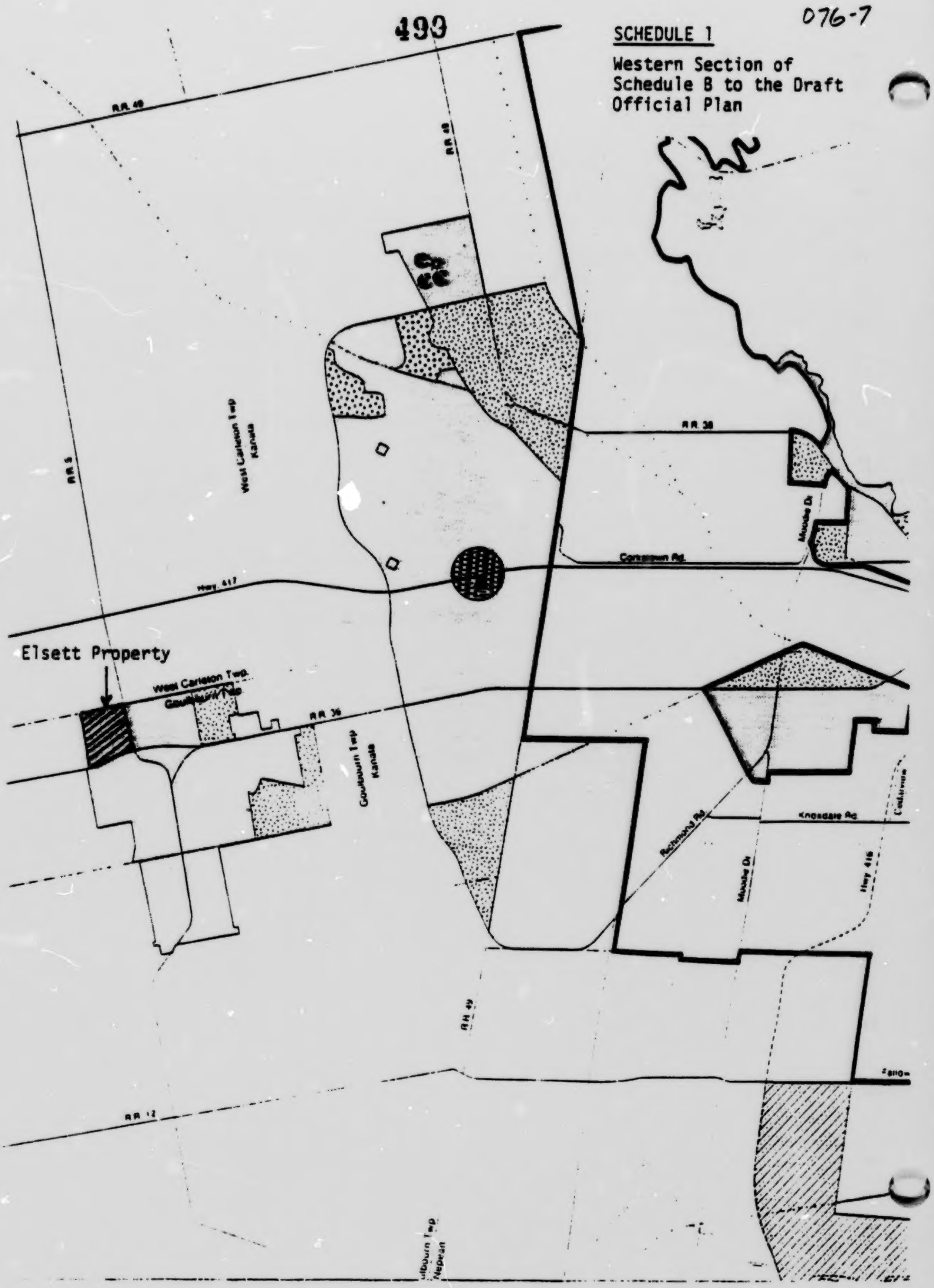
Lawrence D. Bradley, P.Eng.
Senior Vice-President and
Regional Director

September 15, 1987

076-7

SCHEDULE 1

Western Section of Schedule B to the Draft Official Plan


Elsett Property
R.R. 49
R.R. 5
West Carleton Twp
Kanata
Hwy. 417
West Carleton Twp.
Goulbourn Twp.
R.R. 36
Goulbourn Twp
Kanata
R.R. 38
Moodie Dr.
Corkstown Rd.
Richmond Rd.
Knoxdale Rd.
Moodie Dr.
Hwy 416
Cedarview
Fallow
R.R. 49
R.R. 12
ulbourn Twp
Nepean

500

#077

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON PUBLIC HEARING
HELD AT 222 QUEEN STREET, 9th FLOOR

Date: Thursday, September 17, 1987
Time: 7 p.m.
Subject: Draft Regional Official Plan

The following is a presentation made by Mike Faulkner, Board Member representing Carleton Condominium Corporation Number 11, a residential development located at 2041 Arrowsmith Drive, Gloucester, Ontario. This corporation is situated next to the Queensway in the area between the Blair Road and Montreal Road exit ramps.

Thank you for providing members of the general public with the opportunity to present concerns and views relating to the development of our region. This is our corporation's first formal involvement with the planning process and I am pleased to be here as the corporation's representative.

After reviewing the Draft Regional Official Plan, our concerns relate to issues surrounding the proposed future development of the eastern extension of the transitway, and the possibility of developing bicycle paths in our area of the region.

Our first and main concern today is the direct accessibility of the transitway to residents in the immediate area surrounding our condominium development. I have confirmed with an officer of the Regional Planning Department that there is a population of some 7,500 people in the area encompassed by Jasmine Crescent. This population is the result of high density apartment building and townhouse-type developments.

As you know, the issue of accessibility of the transitway is dealt with in the Draft Official Plan on page 11-7, under the heading "Transit Policies". Under the heading "Measures to Enhance Public Transit Use", subsection 11.4.1, the fifth (5th) paragraph states:

> "And fourth, in the case of local official plans and plans of subdivision in areas not substantially built up, steps will be taken to protect and enhance the role of public transit services. This will involve: laying out collector road systems which minimize the circuitry of transit services and provide direct linkages between adjacent developments, locating higher density developments close to existing or proposed transit routes and ensuring that virtually all new buildings are located within a 400 metre walking distance from an existing or proposed transit stop."

.../2

We were impressed with this measure, and we now wish to request that the same measures be applied to already existing residential developments located adjacent to the proposed transitway link.

Our next and second concern relates to Part 7 of the Draft Official Plan which deals with environmental constraints. Under subsection 7.2.3, "Policies for Noise", the paragraph at the bottom of page 7-3 states:

> "In dealing with road and rail traffic noise, the Ministry of the Environment recommends an Leq (average noise level) of 55dBA or less (7 a.m. to 11 p.m.) and an Leq (of) 50 dBA or less (11 p.m. to 7 a.m.) as an acceptable noise level for outdoor recreation areas of new residential development."

Our observation is that this paragraph, taken in context with its surrounding paragraphs, might warrant being amended to deal with the issue of roadway noise as it relates to existing developments along the Queensway.

Our third and final concern relates to bicycle paths. Our request is to have such paths developed in our area of the region. In schedule "F" of the Draft Official Plan which deals with bicycle paths, it is shown that paths already exist in the Coventry Road area. This is approximately 4-5 kilometres from our area, and we wonder if it would be possible for the Region's Planning Department to examine the feasibility of developing bicycle paths in the Ogilvy Road and Montreal Road areas.

Now that our corporation's three (3) main concerns have been stated, we wish to provide for your consideration the following additional wording to the paragraphs of the Official Plan which we have cited herein, and which deal with "Transit Policies" and "Policies for Noise".

Proposal re "Transit Policies":

At the end of the fifth paragraph of subsection 11.4.1 of the regional plan, we envision a paragraph such as the following:

> ... "In the case of existing higher density developments that are adjacent to the proposed transit route, steps will be taken to ensure locating proposed transit stops within a 400 metre walking distance from the existing developments."

077-3

Proposal re "Policies for Noise"

Immediately following the last paragraph on page 7-3, we propose the addition of the following paragraph:

> "In the case of existing residential developments, measures should be taken, such as the erection of noise barriers, to bring noise levels closer to the goal of 55 dBA between 7 a.m. and 11 p.m. and 50 dBA between 11 p.m. and 7 a.m."

In closing, the Corporation and neighbouring residents appreciate your consideration of the above proposals. On behalf of Carleton Condominium Corporation #11, I welcome the opportunity of being involved with Regional Officials and Planners throughout the upcoming stages of the eastern transitway development, and I would welcome our corporation's potential involvement in the bikepath issue.

Mike Faulkner
Vice-President, C.C.C. #11
Telephone Numbers: Work -- 992-4435
Home -- 749-4732

#078

CHURCHILL AREA RESIDENTS' ASSOCIATION
PRESENTATION TO PLANNING COMMITEE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
Thursday, September 17, 1987 (8 PM)

Mr. Hunter, members of the Planning Committee and fellow members of the community, the Churchill Area Residents' Association appreciates this opportunity to make a public presentation. We also appreciate, Mr. Chairman, your efforts and those of your committee in ensuring that the plan will best represent the overall interests and needs of the region.

I would first like to introduce you to the group here tonight. These are but a fraction of those who have indicated their concern and interest as evidenced by the petitions we have already submitted in our written presentation.

To ensure that everyone is aware of the area of discussion, I would like everyone to visualize Scott street on the north, Carling Avenue on the south (with the Queensway intersecting) and the two main connecting streets of Kirkwood in the east and Churchill in the west. We are speaking specifically to the Kirkwood Extension and the Scott street extension.

BASIC POSITION

At the outset let me say that the entire community would like to have less rather than more through traffic. However, given that through traffic is a fact of life our position, as described in our written brief, is that Kirkwood avenue must be extended from the Richmond Road north to Scott street and that the Scott street extension west must be put in place. Our position is identical to that of the Regions' planners as publicized in various regional traffic plans over the past few years. Details of our position have been submitted and I will not repeat them here. I assume that you each have a copy.

However, I will explain to you that our position has not been attained without considerable consultation and deliberation. We have worked with your staff members in obtaining the physical data necessary for a position. Also to this end, we have participated as members of the executive and as members of an "ad hoc" committee of the Westboro Community Association specifically on the issue of the Kirkwood extension in studying and reaching a concensus agreement in the matter. In addition we have held numerous meetings within our own group,developed and circulated 2 petitions concerning both extensions as well as soliciting a number of supporting letters. These petitions and letters represent a massive response within the community in support of our position for both extensions. You will be aware that the Westboro Community Association has publicly supported the Kirkwood extension. All of this effort has taken well over a year to crystalize and meant many hours of voluntary time by many people.

I would like to emphasize that as with all decisions that affect a large number of people everyone will not agree. This is the case for such issues as in-fill, group homes and traffic. We have given this serious consideration and have weighed the concerns against the beneficial impact on the community as a whole. The result is our position as put forth tonight. We believe this approach will minimize any negative impact on the overall neighbourhood.

CHARACTERISTICS OF THE COMMUNITY

Why is increased through traffic a problem in the Westboro Community? We are a mixed community with many seniors, an increasing number of young families with young childen and as the number of group homes increases we have a larger number of adults with limited capabilities. All these people have difficulty in coping with large volumes of fast moving traffic.

Ours is a residential area. We already have schools, churches, community centers and an infrastructure. New residential areas on the outskirts of the region must have all these put in place at great expense. Let us maintain this residential area in a condition that will continue to attract people and make full use of existing facilities. This includes a traffic system that preserves the integrity of the community and at the same time preserves the Region's philosophy of effective interconnection of all regional roads.

We would also like to raise the issue of timeliness. The area is already under stress. Your committee will be asked to look into many aspects of the extensions. We have in our deliberations already addressed some of these questions. For example, we have already asked the Regional planners about the impact on the Lanark area of not having the Kirkwood extension. They have indicated that without the extension the traffic on neighbourhood streets within the community will be higher. Thus we ask that concerns raised by individuals and groups be addressed quickly and that the work be completed in the near future. There is a risk that the community will deteriorate rapidly if these extensions are not soon put in place. We would like to see them both scheduled with a provision that they be undertaken sooner if funds become available.

In summary: We are here to indicate that the issues do concern us. We have reviewed them in detail and we have given you our position which is one that fully supports your own planning staff. We are prepared to answer questions and assist in any way possible with your deliberations.

#079

MEMORANDUM

To: D. Hill, Ottawa Police Commission
R. Bailey, City of Ottawa
M. Sheflin, RMOC

From: B. Wellar, Carlingwood Action Committee

Date: September 4, 1987

Subject: Carlingwood Shopping Centre Walk-about, August 20, 1987

I enclose for your information and disposition materials arising from the safety-related tour of Carlingwood Shopping Centre.

It is our view that many of the problems pointed out should never have occurred in the first place, or should have been duly corrected in a timely manner as a consequence of inspection by staff of the City of Ottawa or the Regional Municipality of Ottawa-Carleton.

That the problems not only arose, but prevailed, is taken to support the widespread community sense that we have been poorly served by the City and the Region on many matters pertaining to Carlingwood.

We believe that notice has now been adequately served that accidents involving persons and/or property around Carlingwood could well bring sustainable charges of negligence and liability against the City and Region, as well as the developer. As taxpayers, and residents who may be at risk due to safety problems of a traffic-related nature around the site, we request and expect that necessary actions be taken at the earliest moment to deal with any outstanding problems noted on the attached.

Sincerely,

Barry Wellar, President
Carlingwood Action Committee

cc Chairman and Members, Transportation & Works Policy Committee, RMOC
Mayor and Council, City of Ottawa
M. Hegan and R. Quinn, Commissioners of Police, City of Ottawa
Participants, Carlingwood Walk-about
CAC Officers and Board Members
Chairman, Ottawa Board of Education

Attachments

CARLINGWOOD ACTION COMMITTEE
c/o 890 Ridley Boulevard
Ottawa, Ontario K2A 3P5
September 4, 1987

Chairman Diane Holmes, and Members
Transportation and Works Policy Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Safety-related walk-about (August 20, 1987) of Carlingwood Shopping Centre as per the meeting of the Transportation and Works Policy Committee of August 12, 1987

Dear Councillor Holmes and Members:

The attached materials were sent directly to Mr. Sheflin and copied to you for administrative purposes.

By this letter we wish to advise you, explicitly and directly, as elected officials, that the aforementioned materials deal with matters of safety, negligence, and liability.

As taxpayers, and area residents who may be at risk on regional roads due to safety problems of a traffic-related nature around the site, we request and expect you as elected officials to ensure that appropriate actions are taken by RMOC staff at the earliest moment.

Sincerely,

Barry Wellar
President

Attachments

CARLINGWOOD ACTION COMMITTEE
c/o 890 Ridley Boulevard
Ottawa, Ontario K2A 3P5
September 4, 1987

Mayor and Council
City of Ottawa
111 Sussex Drive
Ottawa, Ontario
K1N 5A1

Re: Safety, negligence and liability concerns at Carlingwood Shopping Centre

Dear Mayor and Council:

The attached materials pertain to safety, negligence and liability concerns associated with the present expansion of Carlingwood Shopping Centre.

Since many of these problems can be traced directly to the site plan approved by Mayor and Council, it occurred that you should be apprised of some of the negative consequences arising from your decision to approve the site plan.

Sincerely,

Barry Wellar
President

Attachments

CARLINGWOOD SHOPPING CENTRE WALK-ABOUT

AUGUST 20, 1987

LIST OF PARTICIPANTS

1. B. Wellar, Carlingwood Action Committee
2. W. Koppert, City of Ottawa (Planning Branch)
3. J. Carroll, Ottawa Police
4. J. Blatherwick, Woodpark Community Association
5. J. Becking, RMOC
6. Adrian Foo, RMOC
7. A. Gregory, Carlingwood Community Association
8. J. Ironside, City of Ottawa (Planning Branch)
9. J. Portt, City of Ottawa (Planning Branch)
10. K. Clancy, Carlingwood Community Association
11. P. Laughton, Glabar Park Community Association
12. H. Johansen, Carlingwood Community Association

B. Wellar, President
Carlingwood Action Committee
(Organizer of Walk-About)

PROBLEMS IDENTIFIED DURING CARLINGWOOD WALK-ABOUT, AUGUST 20, 1987

(SEE ATTACHED MAP FOR LOCATION OF PROBLEMS)

LOCATION	PROBLEM	ACTION TO BE TAKEN	ACTION BY
1	Vehicles exiting CSC going across Carling westbound, through bus cut in median to go east on Carling.	For safety reasons, re-design and enlarge throat island to physically prevent illegal exits and turns, and add one-way signs to re-enforce the must-turn-right situation.	RMOC
2	Concern that trucks will use Iroquois as access/egress, and create safety problems due to pedestrian/car/truck mix in a confined and potentially highly active space.	Check on "intentions" of CSC owners -- trucks are supposed to use the internal roadway -- perhaps size of curb cut to be reduced, and post "No Trucks" signs on Iroquois.	City of Ottawa
3	Increased traffic on Iroquois due to parking configuration means increased safety problems for pedestrians along Iroquois, and especially residents of Somerset Towers going to/from CSC.	For safety reasons install PXO on Iroquois BEFORE occupancy permit is issued.	City of Ottawa
4	Trucks already using Iroquois, Haymarket, Saville, Prince Charles, and Neepawa to enter/leave CSC -- dangerous situation, and illegal.	Post "No Trucks" signs on Iroquois, Haymarket, Saville, Prince Charles and Neepawa, and request owners of CSC to advise tenants/delivery firms about truck problems. Increase "yellow presence" by OPD traffic control.	City of Ottawa Ottawa Police
5	Egress from CSC onto Iroquois not posted with Stop sign, dangerous situation.	Put up Stop sign for safety reasons.	City of Ottawa
6	No Stop sign up yet at Haymarket at Iroquois, dangerous situation.	Put up Stop sign for safety reasons.	City of Ottawa

LOCATION	PROBLEM	ACTION TO BE TAKEN	ACTION BY
7	Regular abuse of "Handicapped Only" parking spaces.	Stepped-up enforcement by CSC security and OPD traffic control.	Ottawa Police
8	Regular and reckless violations of Enter Only/Exit Only routes, and especially the Enter Only.	For safety reasons, improve signage and perhaps modify roadway design.	City of Ottawa
9	Due to heavy traffic, mix of shopping and through traffic, and complex road configuration, a dangerous situation exists for pedestrians, and especially seniors from Saville Terrace Apartments.	For safety reasons, install PXO immediately, and monitor traffic in this location in case access/egress routes require being re-designed.	City of Ottawa
10	Temporary Entrance signs usually lying on ground when present, but usually not in evidence at all.	For safety reasons, install and maintain Temporary Entrance signs at all curb cuts, and have site inspected regularly to ensure that signs stay up.	City of Ottawa
11	Trucks are using Saville Row in area of library and Woodroffe elementary school; this school to begin Lighthouse Program in September involving 900 students. No Parking regulation in vicinity of library on Saville Row frequently violated.	Put "No Trucks" signs on Saville Row. Increased presence by OPD traffic control for safety reasons. For safety reasons, increase presence by OPD. Examine re-designating Saville Row as a Tow-away zone.	City of Ottawa Ottawa Police Ottawa Police City of Ottawa
12	Woodroffe/Saville lights not in yet.	For safety reasons, install lights immediately and BEFORE issuance of occupancy permit.	City of Ottawa/RMOC
13	Sidewalk abuts Woodroffe roadway (on east side) north of Saville; could have 900 children going between Woodroffe Public and Our Lady of Fatima Separate School with no separation between them and traffic on a regional road. Dangerous situation.	For safety reasons: 1) re-paint lines immediately to move traffic to western part of Woodroffe; and 2) build boulevard into east side of Woodroffe to move traffic away from sidewalk.	RMOC

0798

511

LOCATION	PROBLEM	ACTION TO BE TAKEN	ACTION BY
14	Sidewalks not yet in, number and size of curb cuts create dangerous situations for pedestrians.	For safety reasons, complete sidewalks immediately, and look into reducing number or size of cuts.	City of Ottawa/RMOC
15	Mixing of background and CSC traffic on Woodroffe between Carling and Saville is rough, accidents have already occurred, even in July/August when loads are low.	Monitor traffic mixing for both background and CSC peak hours, and require design changes for safety reasons, if necessary.	RMOC/ City of Ottawa
16	Cross-walks not yet painted on, nor signs up, at very busy access/egress. Dangerous situation.	Paint in X-walk and post signs immediately to protect pedestrians.	City of Ottawa
17	Sidewalk not yet in on east side of Fairlawn Avenue south of Carling.	For safety reasons install the sidewalk immediately. It is long overdue.	RMOC/ City of Ottawa
18	This "Exit Only" is also being used as an access, and creates a hazardous situation on Carling westbound.	For safety reasons, re-design exit to physically preclude use as an entrance, and improve signage.	City of Ottawa/RMOC
19	Tractor trailers are parked in Sears area, year-round, and are apparently used as mini-warehouses. They are eyesores.	Instruct CSC owners/tenants, and especially Sears, to keep site free of parked tractor trailers, and send out inspectors on regular basis to enforce.	City of Ottawa

September 4, 1987

B. Wellar, President, Carlingwood Action Committee

079-9

APR 25 1986

4460-80-204

APR 18 1986

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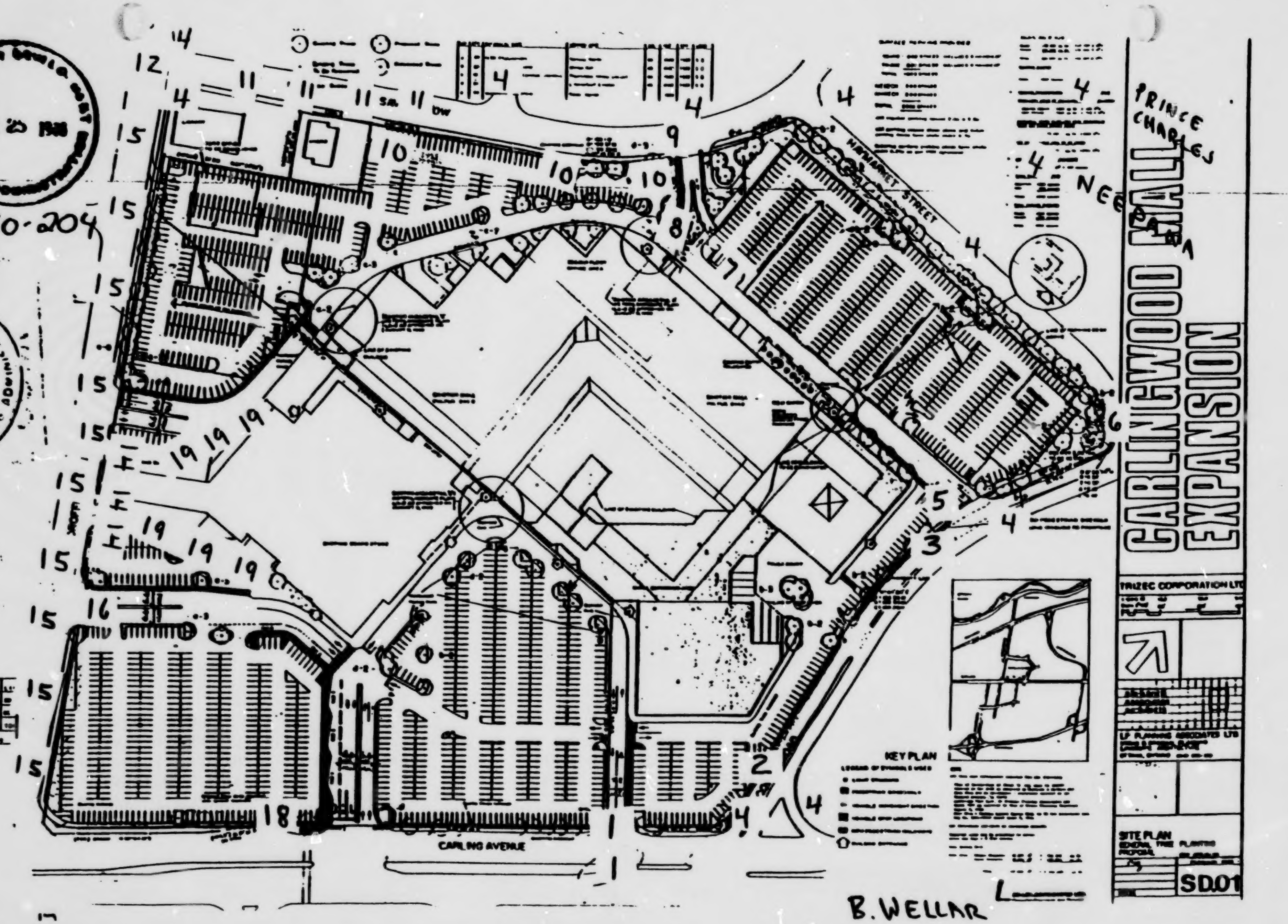
CARLINGWOOD MALL
EXPANSION
TRIZEC CORPORATION LTD
SITE PLAN
GENERAL TREE PLANTING
PROPOSAL
SD.01
KEY PLAN
CARLING AVENUE
PRINCE CHARLES
NEEPAWA
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ATTACHMENT 1

B. WELLAR

Public Hearing of Official Plan 17 Sept. 1987 #080

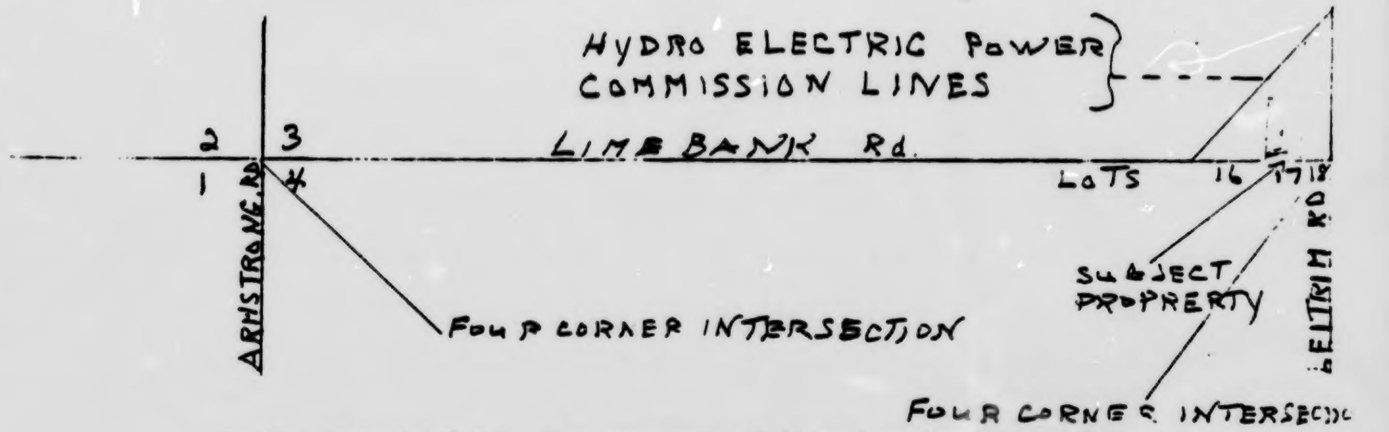
Ladies + Gentleman **513**

JOHN TEEVENS
Box 132 R.R. #5
Gloucester Ont. K1G3J0

Subject property is on the west side of the Limebank Road in the South half of lot 17, Con. 1 R.F. comprising 10.94 acres and has a frontage of over 600 feet.

Corners, 1, 2, 3, designated major commercial on planning map

Corner 4, added as an additional major commercial si



HYDRO ELECTRIC POWER COMMISSION LINES
2
3
1
4
LIMEBANK Rd.
ARMSTRONG RD
LOTS 16 17 18
LEITRIM RD
SUBJECT PROPERTY
FOUR CORNER INTERSECTION
FOUR CORNER INTERSEC

As I understand it, the purpose of this hearing is to lay plans for the future of the Region.

My property is surrounded by the Campeau holding on the west side of the Limebank Road and for years was zoned commercially for future growth purposes which failed to materialize but in order to conform with the Regional Official Plan was re-zoned for agricultural use only.

At the last hearing of Gloucester's proposal to amend the Official Plan on the 19th March, 1987, I made a request to Gloucester Council that my property be likewise designated for future Major Commercial use as the north east corner of my neighbours property on the Armstrong Rd. at the intersection of the Limebank Road was designated for Major Commercial use.

The two properties are similar in that they are both about 10 acres in size and each forms part of a four corner junction on the Limebank Road; the only real difference is that my property was approved by the Ontario Municipal Board for future commercial growth purposes in that area.

A copy of the brief which I submitted to Gloucester Council on the 19th of March last is attached. At that meeting Mr. Reid speaking on behalf of Council, assured me that ~~so~~ my request for Major Commercial use would be granted if my request for the same is made at a zoning meeting which will be held at some indefinite time in the future.

With all due respect for Mr. Reid and Council, I have no assurances that Mr. Reid and Council won't be retired by the time properties on the Limebank Road come up for Zoning and thus respectfully request that my property be designated for Major Commercial use in the South Urban Growth Area.

John G. Teevens
Box 132
R.R.5, Gloucester, Ont.
K1G 3N3

Mr. Chairman Lady and Fellow Councilors:

Subject Property is on the west side of the Limebank Road in the South half of lot 17 Con.1 R.F. comprising 10.94 acres and has a frontage of over 600 ft.

In July 1961, in Rideau View Hall, at Billings Bridge, Gloucester Township attended an Ontario Municipal Board Meeting wherein its future development plans where discussed.

At that meeting I made a verbal request for commercial rights for the subject property. Mr. J.R. Turnbull, Chairman of the Ontario Municipal Board, directed me to make a formal written application to the Township of Gloucester. This resulted in the subject property to be zoned commercial along its entire frontage and to a depth of 300 ft. Subsequently in November 1963 the remainder of the property was zoned commercial when Council decided to zone for commercial use all of lot 16, 17 and 18 con.1 R.F. bounded on the north by the Leitrim Road, on the west by the Hydro Electric Power Commission lines and on the east by the Limebank Road.

This site which your predecessors set aside for commercial use when growth development called for such activity has the same things going for it today as it had then, namely, the Southwest Corner of the four corner intersection still remains the gateway to the area of future development and the right-of-way of the Hydro Electric Power Lines when used as a boundary sets up an excellent buffer zone to separate land uses. The above site was zoned commercial in two stages. For reference to the first stage refer to Base Map of Township by the National Capital Commission

Zoning By-Law No.26 of 1960 as revised to Sept.5th, 1961.

For reference to the second zoning stage refer to Base Map of the Township by the National Capital Commission Zoning By-Law no.26 of 1960 as revised by By-Law 15 of 1966 dated Feb. 16 1966.

The above maps on the revised dates as stated depict in dark bold print the area so defined commercial.

I am told the commercial rights attached to my property eroded with time through non-usage and that its last claim to commercial use expired when the said property had to be re-zoned to agriculture use only, in order that the City of Gloucester conform to the Regional Official Plan.

Up until the last meeting on the 19th of Jan. 1987 the planning map of Oct. 1986 did not make any provision for commercial use of The Northeast Corner of the Armstrong Road at the intersection of the Limebank Road, however, the Chairman at this third Gloucester meeting informed us that an additional property had been added for Major Commercial Use at the intersection of the Armstrong and Limebank Roads; notably the Northeast Corner. I am able to draw only one conclusion from Councils actions and that is, that the property that was not approved by the planners but approved by council has been incorporated into the growth plan for Major Commercial Use and is now designated so on the planning map.

Council:

I don't think that I am asking too much when I ask you to rule that my property, one which has been approved by the planning department, approved by Gloucester Council and approved by the Ontario Municipal Board, be designated for Major Commercial Use in the South Urban Growth Area.

John G. Teevens
Box 132 RR5 Gloucester
K1G 3N3

[redacted]

#081

518

September 18, 1987

Mr. G. Hunter
Chairman, Planning Committee
The Regional Municipality of
Ottawa-Carleton
Floor 14, 222 Laurier Avenue West
Ottawa, Ontario
K1P 5Z3

Dear Sir:

Re: Blackburn By-Pass, Eastern Extension

Thank you for the opportunity to express our views on the Draft Official Plan, particularly the eastern extension of the Blackburn By-Pass. We appreciate and strongly support the regional staff position of ultimately extending the by-pass east to 10th line road as depicted in Schedule C1, significantly south of, and parallel to Innes Road. This is the best route alignment as supported by the residents of Orleans South, Chapel Hill, Queenswood Heights and even the merchants of Blackburn Hamlet, for the following seven reasons:

1. The most southern route provides a second badly needed east-west interval, in addition to Innes Road. It would not, as implied on paper 3 of Minto's September 16 brief, render the "dedicated block as redundant".

2. It avoids being on top of, and negatively impacting (as could have been the case in Blackburn Hamlet), the existing and established communities of Chapel Hill, Orleans South, Queenswood Heights as well as others, and allows proper integrated planning with new communities to the south of Innes Road.

.../2

3. It provides the City of Gloucester's industrial park with the opportunity of having greater, improved access, higher visibility to prospective users/tenants and improved frontage.

4. It does not preclude (though it may slightly diminish the rate of return) Minto's plans submitted so recently. Indeed, it provides an opportunity to Minto to be perceived not only as being a highly profit oriented corporation, but also as an environmentally aware corporate citizen of the community. We cannot view it as a "hardship" to Minto as suggested on page 2 of their brief, given that they submitted plans for perusal on August 14 and we, as a community group, were aware of the southern route well before that time.

5. It pulls east-west through traffic off Innes Road with its existing and future problems and leaves Innes to become a local link road providing community connectivity all the way from Blackburn Hamlet through Chapel Hill, Orleans South, Queenswood Heights and beyond.

6. Merchants in Blackburn Hamlet would stand to benefit by having continued patronage of the aforementioned linked communities, provided these consumers continue to have access.

7. It is environmentally the most sound routing, allowing for optimum spacing from private property with minimal disruption, passage through a minimum of residential properties, and even possible inclusion of facilities like an eastern extended bicycle path adjacent to it.

We are not, however, so naive as to think that Innes Road should not, or will not, be upgraded at all. Indeed, we support the Tier I recommendation on page 11-3 calling of the Draft Official Plan some widening of Innes Road through to Regional Road 57. As for described in the draft official plan, this would be a compliment to the more southerly by-pass route, and "the development of a comprehensive regional road system".

In summary, we see the recommended temporary link for the by-pass up to Innes Road as being only that, a temporary measure until the permanent link-up through an enhanced Gloucester Industrial Park and a proposed Minto development is completed.

.../3

020 081-3

We view the regional staff proposed alignment of the eastern extension of the Blackburn by-pass as a very progressive remedy to a long standing problem of traffic movement.

Yours truly,

Greig Soohen
Director
Orleans South
Community Association

cc R. Cantin
S. Hunter

#082

SUBMISSION OF
THE NEW EDINBURGH COMMUNITY ASSOCIATION
TO THE
OFFICIAL PLAN REVIEW
PHASE II

SEPTEMBER 1987

Containing a list of reasons to delete the Vanier Parkway extension from the Regional Official Plan.

ASSOCIATION DES RÉSIDENTS
DE NEW EDINBURGH

NEW EDINBURGH
COMMUNITY ASSOCIATION

PART V
SUBMISSION TO
REGIONAL OFFICIAL PLAN REVIEW

RESPONSE TO REGIONAL STAFF
IN CONSULTATION DOCUMENTATION OF MAY 1987

The right-of-way argument is no longer an issue but Regional planners are continuing to use the road network argument and the extra capacity to MacDonald-Cartier bridge argument to justify keeping the Vanier Parkway extension in the Regional Official Plan.

* * * * * *

Regional staff state that new development in the Southeast part of the Region, in south Ottawa and Gloucester, will cause growth in traffic along the east side of the Rideau River so that "the existing road network made up of Beechwood/St. Patrick/Murray/King Edward is at or near capacity and will require relief in the near future" (page 36 Consultation Documentation).

This statement is not substantiated by the analysis of needed road capacity across screenlines done by Regional staff for the Official Plan Review. This analysis does not show a need for the Vanier Parkway extension to provide additional road capacity within the planning horizon (see Parts I & II and pp. 1-2, Part III NECA submissions). In any event, the new Eastern Driveway and Eastern Parkway, both to be completed by next summer, will provide relief for traffic from the southeast part of the Region.

If there is a future need beyond the planning horizon for the Vanier Parkway extension, a future Regional Council can decide to build it. The land is zoned "P" so no buildings will be built on the proposed Vanier Parkway extension route. If the extension is deleted from the Official Plan now, expropriations would not be necessary if it were built in the next century.

* * * * * *

The Region has no traffic counts or surveys to substantiate staffs' claim that the Vanier Parkway extension would alleviate traffic short-cutting through New Edinburgh along Crichton Street (in response to NECA's two briefs pages 36 and 38 Consultation Documentation and in response to City of Ottawa recommendation to delete Vanier Parkway extension from Regional Official Plan page 106). The extension would take traffic to and from Hull. However, most traffic now short-cutting through New Edinburgh is going to City Hall or External Affairs via the Minto Bridges; some of it is perhaps going to downtown Ottawa.

Traffic through New Edinburgh to Hull must turn onto Sussex and then make a left at the light onto the MacDonald-Cartier bridge. Traffic does not build up at this light on Sussex going south which indicates that traffic short-cutting through New Edinburgh is not going to Hull. The Vanier Parkway extension would not, therefore, alleviate this short-cutting.

In any event, the problem of traffic short-cutting through New Edinburgh should be solved by i.e., stop signs, street narrowings, not by building a new road that costs over twenty million dollars.

* * * * * *

With regard to the access to MacDonald-Cartier bridge argument, another Ottawa River bridge "would result in ample capacity across the Ottawa River for very many years" (page 36 Consultation Document). However, Regional staff argue that the Vanier Parkway extension would be more cost effective and would "postpone for many years the need for the much larger investment necessary to construct a new bridge and approach at either Kettle Island or some other site serving the east end of the Region" (Page 37 Consultation Document).

This statement ignores the very great and rapid development which has occurred on both sides of the Ottawa River. The Region has changed greatly since the Vanier Parkway extension was first proposed, more than twenty years ago. Development of Orleans and of Gatineau has occurred at a rapid pace in recent years. It is not viable that traffic i.e., between Orleans and Gatineau continue to travel to the MacDonald-Cartier bridge and back. The Kettle Island bridge would connect traffic from Highway 417 at or near Orleans, Ontario, to Gatineau, Quebec.

A new east Ottawa River bridge is inevitable. It is unjustifiable to spend over twenty million dollars of taxpayers' money on the Vanier Parkway extension involving a new bridge over the Rideau River to connect to the MacDonald-Cartier when a new Ottawa River bridge will eliminate any real or perceived need for extra capacity on the MacDonald-Cartier.

* * * * * *

Regional staff response to New Edinburgh's submissions and to the City of Ottawa recommendation to delete the Vanier Parkway extension from the Official Plan contradicts Regional goals and policies stated in the Transmittal Report to Planning Committee of May 26, 1987 and in the Planning Department Recommendations to Planning Committee of May, 1987. In these documents, it is stated in section 1.2 that Council has determined that this plan shall respect ten stated goals. **The chart below shows that the construction of the Vanier Parkway extension would violate each of these ten Regional goals.**

"1.2 GOALS Council has determined that this Plan shall respect the following goals:	CONTRADICTION between goals and Vanier Parkway extension:
1. Provide for an amount and variety of housing and employment adequate to meet the requirements of the projected population.	1. Some residents along the south side of Crichton Street have experienced difficulty obtaining a mortgage because the Vanier Parkway extension is in the five-year capital budget and in the Regional Official Plan.
2. Protect inhabitants from exposure to adverse environmental influences.	**2. Noise and fumes from vehicles, particularly trucks, on the extension would be adverse environmental influences.**
3. Provide a land use and transportation system which emphasizes convenience of movement between destinations and affords good opportunity for the provision of a full range of utilities and community facilities.	3. Convenience of movement would be emphasized by an east Ottawa bridge between Orleans and Gatineau which alleviates east-west Queensway traffic; the Vanier Parkway extension would not do this.
4. Respect the capacity of the nature environment to assimilate the effect of human activities.	4. The site of the proposed extension, **important to tourism,** cannot assimilate the extension which would be an eyesore from City Hall and External Affairs windows and an earsore from their balconies and from adjacent grounds.
5. Protect important natural resources.	**5. The extension would cut off access to the Rideau River throughout its length.**

6. Protect important recreational, environmental and heritage resources.	6. New Edinburgh Park, including playground, rink, hut, baseball diamond, soccer field, Swedish exercise area and jogging/bicycle path would be ruined. The birdlife (i.e., killdeer) and wildlife (i.e., beaver) habitat would be destroyed. The extension would run about 700' from the heritage Minto bridges, recently expensively renovated.
7. Enhance the aesthetic quality of the built and natural environment.	7. New Edinburgh is a heritage area bounded by the Rideau and Ottawa Rivers and the Governor-General's grounds. The extension would detract from, not enhance the aesthetic quality of the neighbourhood.
8. Minimize the public cost of required services consistent with overall benefit.	8. Spending over twenty million for a new road which is not needed nor which will be needed in the future when an east Ottawa River bridge is built is not minimizing the public cost of roads.
9. Minimize dependence on non-renewable energy resources.	9. The building of a road which is not needed is not conducive to attaining this goal.
10. Conduct planning with an open process, producing policies which, to every degree possible, are fair in their distribution of benefits and adverse influences."	10. The quality of life in an inner city neighbourhood should not be considered of less value that a new Regional road which was designed as part of a road network over twenty years ago but which is not now needed. Throughout the Regional Official Plan Review process, New Edinburgh has presented good arguments for the deletion of the Vanier Parkway extension. The planning process is not truly open unless rational arguments result in changes in the Regional Official Plan.

The statement on page 36 of the Consultation Document that the Vanier Parkway and the extension constitute an interprovincial truck route really emphasizes the contrast between the proposed Regional goals and the reality. The Vanier Parkway was put forward as an N.C.C. landscaped Parkway which would never be allowed to carry trucks. Ten years or more later, politicians and staff have changed, agreements are made, and promises are forgotten. The prospect of trucks through New Edinburgh Park, grinding gears and spewing fumes as they cross the Rideau and climb to join the MacDonald-Cartier is especially galling to New Edinburgh. Trucks should never be allowed on an interprovincial highway network which is so close to the centre of the City. The only hope of keeping trucks off the Parkway is to delete the extension from the Regional Official Plan.

* * * * * *

The Ottawa City Council has recommended to Regional staff that the Vanier Parkway extension (Arterial) be deleted from the Regional Official Plan (see p. 106 Consultation Document).

Therefore, New Edinburgh respectfully requests, also for all the reasons in five submissions made to this Regional Plan Review process, that the Vanier Parkway extension be deleted from the Regional Official Plan.

082-7

REASONS TO DELETE
VANIER PARKWAY EXTENSION
FROM THE REGIONAL OFFICIAL PLAN

- Not needed to provide additional road capacity within planning horizon.

- The road capacity is now provided for traffic which flows along St. Patrick Street turning right onto King Edward north to get between the end of the Vanier Parkway north and the MacDonald-Cartier bridge.

- The proposed extension would run between 40' and 65' of the back doors of houses facing Crichton Street from Beechwood to Dufferin.

- It would cut off access to the river bank from Beechwood to Dufferin. This stretch of river bank is an important environmental resource used by beavers; ducks; swans; many varieties of birds including kill-deer; rabbits and other wildlife.

- The idea of cutting off access to the river is unthinkable when planning a new community, yet access to the Rideau would be cut off along the entire proposed route of the extension.

- **The extension would run through New Edinburgh Park, ruining the childrens' playground, the baseball diamond, soccer field, jogging path, Swedish exercise area, bicycle path and access to the Rideau River, all of New Edinburgh Park.**

- **If the extension is built, the Vanier Parkway would become an inter-provincial heavy truck route, unacceptable so near the centre of Ottawa, City Hall, External Affairs, Island Lodge, 24 Sussex Drive.**

- New Edinburgh has opposed the Vanier Parkway since it was first presented to the community in 1971. Opposition has included briefs to the City and Region and a presentation to the OMB in 1977. At the time when the Overbrooke section was built, the extension through New Edinburgh was deferred as a result of community opposition.

- The argument that the extension is needed in order to stop traffic from cutting through New Edinburgh along Crichton Street is a red herring. The Vanier Parkway extension would go over the Rideau River and connect with the MacDonald-Cartier bridge to Hull. There are no traffic counts or surveys to show the number of vehicles cutting throuh New Edinburgh to go to Hull. In any event, neighbourhood traffic problems are solved i.e., by stop signs, road narrowings, rather than by spending over twenty million on a new road.

- Regional planners continue to claim that the extension is needed in order to provide access to the MacDonald-Cartier Bridge. However, according to Regional statistics, when another Ottawa River bridge is built to the east i.e.. at Kettle Island, even the access argument will have no validity.

- The Provincial Estimating Method in 1987 puts the cost of the Vanier Parkway extension at $17,842,000. Actual cost would likely be over twenty million. If the Kettle Island bridge is built, the Vanier Parkway extension would not be needed, not even to provide access to the MacDonald-Cartier. However, even if the Vanier Parkway extension is built, another Ottawa River bridge would still be needed.

- It is not justifiable to spend over twenty million of the taxpayers' money on the Vanier Parkway extension involving a bridge over the Rideau River when it is not needed.

- According to Regional figures, from 1975 to 1986 total funding obtained from the Province Of Ontario because the Vanier Parkway extension is in the five-year capital budget was $4,687,819; to 1987 it is over five million. The money was spent on other Regional projects, not in New Edinburgh. It is unethical to keep the extension in the five-year capital budget when, in fact, it is not needed. The extension should be deleted from the Regional Official Plan.

- The deletion would mean that property values along Crichton between Beechwood and Dufferin would rise and the Region would realize a huge profit on the sale of the apartment building, two doubles and two vacant lots it owns along here.

- There will not be any houses or other buildings built on the proposed route of the Vanier Parkway extension as this land is zoned "P".

- Therefore, if a need for the extension arises in the next century, the future Regional Council can decide to build it. No properties would have to be expropriated in the future even if Regional properties along Crichton were sold.

THE FOUR ATTACHMENTS TO BRIEF #082 (PREVIOUS SUBMISSIONS ON OFFICIAL PLAN REVIEW) ARE ON FILE IN PLANNING DEPT., AND ALSO HAVE BEEN PREVIOUSLY PUBLISHED.

#083
17 Sept '87

Submission Concerning the Regional Plan of Ottawa-Carleton
from the Glabar Park Community Association (GPCA.

President Dr. Paul Laughton
929 Muskoka ave
Ottawa K2A 3H9

appearing for the GPCA are two Directors -
Vince Bethel tel. 722-0678
Don Smiley tel. 722-8617

Carlingwood ~~Plaza~~ mall / Fairlawn Plaza Shopping Facility

The main point of concern of the GPCA in the Regional Plan is the Carlingwood ~~Plaza~~ mall / Fairlawn Plaza Complex as it generates traffic passing through our community and the shortage of parking spaces at both shopping facilities.

We endorse fixing the complex at its present size as the first step in solving our community's problems.

It should be noted there are two different official figures being given for the size of the Carlingwood Shopping Centre as of the completion of the present expansion, for gross leaseable area -

47,174.55 sq meters
and 50,000 odd sq meters

It must be observed that usually merchandising booths, lottery sales kiosks, and frequently motor vehicle displays etc (for which rents are charged) are set up in portions not listed in "gross leaseable area" above.

(cont'd)

The City of Ottawa Interim Holding By-law recognizes that the Carlingwood Mall and Fairlawn Plaza as one shopping facility.

Administrative Points

1. Letter of Notice re This Hearing
The letter of notice is dated 31 Aug 87 while the postmark is 15 Sep 87 and the letter was receive 16 Sept '87, yet a reply was requested prior to 15 Sept '87.

2 Planning Commissioner's Telephone Number Wrong.
The referenced letter lists the wrong telephone numbe of 563-2642 for the Planning Commissioner. This i the private telephone of a delightful, charming, patient, French speaking lady (of Hull) who is suffering considerable inconvenience.

Submitted for the Glabar Park Community Associatio
by Don Smiley

Excerpt from
Olde Forge
Flyer,
Sept.'87

#054
[illegible]

Carleton Ward Traffic (2)

by Barry Wellar

As discussed in the first part of this series (Olde Forge Flyer, August 1987), the Carleton Ward traffic problem has one dominant characteristic: the problem is almost totally attributable to external forces.

That is, traffic which should be on regional roads --Greenbank, Woodroffe, Maitland, Baseline, and the Queensway--is instead allowed onto local streets by the City of Ottawa, and perhaps even being "induced" onto local streets by the regional government.

The resolution of the Ward's traffic problem and its negative consequences --increased congestion, noise and air pollution, loss of safety, loss of amenity, decreased property values, loss of convenience, increased stress--may follow any of three broad options.

Option A: Reduce or limit the total amount of automobile traffic throughout the region, and especially during peak hours.

Option B: Reduce or limit the amount of regional traffic that is allowed onto local streets.

Option C: Control regional traffic that goes onto local streets so that it behaves like local rather than drive-through traffic.

Each option will be described in terms of the prospects and advantages of it being implemented.

continued on p. 9

Carleton traffic goes to Council

by Barbara Lajeunesse

(Editor's note: readers interested in the Carleton Ward traffic issue may want to read the August, 1987 Flyer (available at the Olde Forge).

After many months of meetings, discussions, and numerous promises of improvement, plans that will mean changes in traffic patterns in and through Carleton Ward will go to City Council on September 2.

The actual recommendations, if approved at Council, will then move to Regional Transportation Committee on September 9. Residents and/or groups wishing to support or oppose all or parts of the report can make representation at that time. Call Judy Barbeau at 560-1243 for times of meeting. Or call Carleton Ward Alderman Bob Morrison at 564-1299 to obtain specific information or check with your local community association for details.

The recommendations point by point are--

1) That the region be asked to accelerate the timing of the general Baseline Road widening to coincide with the widening of the portion from Cobden Road to Woodroffe.
2) That the region investigate the feasibility of constructing an interchange at Baseline Road and Woodroffe.
3) That the region widen Woodroffe at Iris to provide north and southbound left turn lanes with appropriate signage, including green arrows.
4) That a three-way stop be installed at Morrison Drive and Bergen.
5) That a four-way stop be installed at the southern intersection of Morrison and Draper.
6) That a 24-hour parking prohibition be approved for the west side of Morrison Drive.
7) That the region install a signal lamp which designates the eastbound left turn movements from Baseline to

Morrison by a green arrow, when signals are installed at this location.

8) That a three-way stop and "watch for children" signs be installed at Draper and Lisa.

9) That "all heavy trucks must turn right" sign be installed on Baxter Road southbound at Iris.

10) That a four-way stop be installed at Iris and Cobden and the crosswalk be removed.

11) That a "no right turn" sign be installed for eastbound traffic in the period, 7 to 9 a.m., on Iris at Adirondack.

12) That the region install right and left turn arrows at the intersection of Highgate/Baseline/Centrepointe Drive with no through movement allowed from Centrepointe across Baseline to Highgate, or in reverse.

13) That a full throat island be installed for a trial period on Cobden Road at the north side of Baseline, and that a prohibition be imposed on right-turning movements from Baseline onto Cobden, weekdays during the a.m. peak hours.

14) That appropriate signage and green arrows be installed when signal lights are eventually in place.

15) That a prohibition be imposed on right-turning movements at both Southwood and Pinecrest, as at Cobden.

16) That all controls referred to above be monitored and evaluated and recommendations be brought forward to retain, alter, or eliminate the controls within 18 months of their original implementation.

Carleton Ward Traffic Not an Easy Study

Old Forge Flyer
August, '87

by Barry Wellar

"They force it here, they force it there, they force that traffic everywhere."

-with apologies to Baroness Emmuska Orczy.

In Carleton Ward and other Ottawa wards overrun by outside traffic, there are two sources responsible for neighbourhood traffic woes.

First, there's local government. The Region and the City are largely to blame for the apparent failure of the regional network of roads and intersections. This is because land use development has not been sufficiently controlled in size, density, or location. As a result, the regional network cannot handle the traffic which spills over onto local streets.

The other source of blame is the commercial or private vehicle operator who chooses to drive on local streets instead of regional roads. The use of local streets as short-cuts of bypasses attests to the inadequacy of the regional roads.

In this, the first of a two-part series on the traffic situation in Carleton Ward, I want to emphasize the reality and magnitude of the traffic problem in the ward. Speaking from my professional experience, and as someone who has been involved in transportation issues at the community level for over ten years, I suggest that the Carleton Ward traffic problem is

continued on page 3

CARLETON (from p. 1)

worse than most people know.

The following summaries should illustrate what is known and what remains unclear about the past, current, and future traffic situation in the ward.

1: The shift or transfer of traffic from regional roads such as Maitland, Woodroffe, Greenbank and Baseline, and the Queensway, to local streets has been building for 15 years. Old habits are hard to break and new ones are easily formed, especially if it means keeping your car moving through 95% relative humidity at 32 in the shade. It will not be an easy matter to shift or keep these drivers off local streets.

2: the critical intersection at Baseline and Woodroffe is approaching "gridlock" status. This means that peak hour traffic is so heavy that it can barely move through the intersection. A major reconstruction that involves an overpass may be in the works. However, there does not appear to be a fully documented study available that outlines the known or likely impact and implications of major reconstruction. These could include new vehicle loadings and changed traffic patterns on local streets, all of which could affect safety, property values, and the quality of life in the affected neighbourhoods. Residents of Cobden, Highgate, Navajo and Iris should monitor closely what happens at Woodroffe and Baseline.

3: The regional intersections at GreenBank/Baseline and Woodroffe/Baseline are under increasing duress. Because of this, local streets in Carleton Ward are going to serve as escape routes for non-local traffic. Especially vulnerable are residents along: Iris, Checkers, Belair, and Garfield; Agincourt, Tara, and Erindale; Southwood; Morrison Drive and Draper; and of course, Iris.

4: As the regional road intersections get increasingly stressed with more vehicles queued up for longer periods of time, an increasing number of non-local drivers will move to lower-order intersections to avoid the congestion. That is, they will likely first shift to regional/local intersections with lights such as Iris at Greenbank or Woodroffe, Navajo at Maitland or Baseline, and Cobden or Highgate at Baseline, and then to intersections which lack traffic signals.

While this conscription or co-option of local streets and intersections into the regional road network brings relief to the regional road network, the underlying traffic problem has not been solved. Rather, it has merely been transferred by the Region from its regional roads to Carleton Ward and its

continued on page 5

CARLETON (from p. 3)

local streets. Local streets, it should go without saying, are not designed, nor are local neighbourhoods intended to service regional traffic.

5: The region is continuing to expand in areas which will feed still more traffic onto the regional roads abutting Carleton Ward. Projects as close os the impending Centrepointe development and as far away as Barrhaven will add vehicles, directly and indirectly, to Woodroffe, Greenbank, Maitland and Baseline. On the basis of past trip distributions and patterns, many of those vehicles will either us local streets for parts of trips through Carleton Ward to avoid the increased congestion on the regional roads.

Upon reading the above, a newcomer to the area might well ask: "What has been going on here for the past 15 years? Can anything be done or is it too late to correct the situation?".

The next article in this series will respond to those questions. Several major initiatives by the community, the city of Ottawa, and the Region will be discussed, with one cautionary note: some of what happened (and didn't happen) bordered on the bizarre. Hence my opening paraphrase of a famous line in "The Scarlet Pimpernel" by Baroness Orczy. I invite other one-liners describing the traffic situation in Carleton Ward. And please, no swearing.

Editor's note: Dr. Barry Wellar is a professional planner and a professor of Geography at Ottawa U.

The
Proctor & Redfern
Group
Consulting Engineers and Planners

Suite 202, 210 Gladstone Avenue
Ottawa, Ontario K2P 0Y6
Telephone (613) 594-3000

September 10, 1987 **EO 87654**

Ms. Anne Therese MacEachern
Planning Committee Co-ordinator
The Regional Municipality
of Ottawa Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Ms. MacEachern:

THE DRAFT OFFICIAL PLAN
AND TAYSHAM INVESTORS INC.
CORRECTION: LETTER OF SEPTEMBER 3, 1987

Further to our submission to the Planning Committee of ten copies of a brief on behalf of Taysham Investors Inc. on September 3, 1987, it has come to our attention that there was an error in the fourth paragraph on the first page of the attached covering letter.

We have corrected the letter and are enclosing a revised original herewith. Would you please replace the previous letter with the revised original. We would be most appreciative if you would similarly replace any copies of the letter that may have been distributed.

We have provided copies of the attachments to the original letter but would note that the attachments previously sent included a certified true copy of a Kanata Council resolution which should be extracted and attached to the revised original.

We thank you for your assistance in this matter and look forward to addressing the committee on Thursday, September 17.

Yours truly,

Proctor & Redfern Limited

Catherine A. Lindquist

Catherine A. Lindquist
Planner

Attach.

REPLACEMENT PAGES FOR THE FIRST 4 PAGES
OF BRIEF #31 SUBMITTED BY PROCTOR & REDFERN

CAL/loc

085-2

537

The
Proctor & Redfern
Group
Consulting Engineers and Planners

Suite 202, 210 Gladstone Avenue
Ottawa, Ontario K2P 0Y6
Telephone (613) 594-3000

September 3, 1987
(Revised)

EO 87654

Chairman & Members
The Regional Municipality
of Ottawa-Carleton
Planning Committee
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sirs:

**THE DRAFT RMOC OFFICIAL PLAN
AND TAYSHAM INVESTORS INC.**

We have pleasure in submitting, on behalf of our clients, Taysham Investors Inc., a brief in response to the RMOC Official Plan Review.

Taysham Investors Inc. are the owners of the Energy Conserving Community (ECC) which is situated in the City of Kanata north of future Terry Fox Drive and west of the March Road, and is presently being developed by the Paracon Group.

In 1983, the Regional Official Plan was amended to include the ECC in the urban area, based on a population base of approximately 8000 persons. However, the final draft approved Plan of Subdivision for the ECC will generate a population of some 6000 persons only. The approved Draft Plan of subdivision provides for the extension of urban services, including roads, to the west. Taysham therefore wishes to have the ECC extended to include the additional land in its ownership, abutting directly to the west, situated east of the Second Line Road (unopened). This would accommodate the remaining 2000 population capacity.

Paracon proposes to develop the additional land, which comprises some 27 hectares (67 acres), with clustered apartment buildings in an open space setting. It is submitted that the "Paracon II" proposal is justified based on the planning and engineering analyses and findings, which are outlined more fully in the brief. A summary of how the Paracon proposal will contribute to and be in keeping with Regional and City Planning objectives is attached.

We submit that the Paracon II proposal would not only fulfill the City and Regional objectives set out in the Brief & Summary, but would also preserve, at no cost to the Region, elements of the South March Highlands, such as mature trees.

.../2

September 3, 1987 **E.O. 87654**

The enclosed brief has been prepared in consultation with Kanata staff and presented to Kanata Council. The Paracon II proposal and brief have received the full support of staff and Council; as attested to by a unanimous resolution passed by Kanata City Council at its meeting of September 1, 1987, (a certified true copy is attached). It should be noted that the Council resolution refers only to the 67 hectares owned by Taysham. The proposed modification of the Draft Regional Official Plan is based on shifting the West Urban Community urban area boundary from the Ontario Hydro right-of-way to the Second Line Road between Klondike Road and future Terry Fox Drive. This boundary would include one other ownership - a recently severed parcel of some 3 hectares (8 acres). The owner of the property, Mr. John McMurtry, is cognizant and supportive of the Taysham submission.

We trust that the Members of the Regional Planning Committee will also be in support of the Taysham submission and will recommend that Regional Council approve the proposed modification of the Draft Official Plan.

In the event that the Official Plan Review takes longer than anticipated, we are concurrently submitting to the Regional Clerk a formal application to amend the existing Official Plan.

Our clients appreciate the opportunity to comment on the Draft Plan prepared by Regional staff and we look forward to addressing the Committee later this month.

Yours truly,

Proctor & Redfern Limited

M. J. Bacon, B. Arch, M.C.D., M.C.I.P.
Director of Planning & Senior Consultant

CAL/loc

cc: Haydn Matthews
Adam Bielecki
Dave Krajaefski

EO 87654
Revised 21 August 1987

REGIONAL & CITY OBJECTIVES

It is submitted that the Paracon II proposal will contribute to and be in keeping with general Regional & City planning objectives in respect of:

- **housing variety & choice** by providing for higher density units not contained in Phase I of the E.C.C.

- **the Energy Conserving Community** by extending the community to more appropriate boundaries.

- **desired population levels** overall & the appropriate distribution of population north & south of the Queensway.

- **maintaining residential land supply**, with & without approvals.

- **efficient development** by maximizing the use of facilities in the E.C.C. including parks, schools & shopping as well as roads & services.

- **limited disruption to the existing & planned community.**

- **accessibility to major roads, transit, secondary employment centres** and the extension of the road network which will benefit the E.C.C. & Kanata generally.

- **contribution to the extension of, and utilization of existing services & facilities** by using the capacity being built into Paracon I.

540 085-5

CITY OF KANATA
150 KATIMAVIK ROAD, KANATA, ONTARIO K2L 2N3 TELEPHONE (613) 592-4281

I, Maureen Meikle, Deputy City Clerk for the Corporation of the City of Kanata, do hereby certify that the following is a true copy of a resolution passed by Kanata City Council at a meeting held on September 1, 1987.

THAT City Council support in principle the proposal by Taysham Investors Inc. for inclusion in the Western Urban Community of 67 acres of land located in Part of Lots 9 & 10, Concession 3, City of Kanata.

GIVEN under my hand and the Seal of the said Corporation at the City of Kanata this 2nd day of September, 1987.

Maureen Meikle, AMCT(A)
Deputy City Clerk

541

085-6

The
Proctor & Redfern
Group
Consulting Engineers and Planners

Suite 202, 210 Gladstone Avenue
Ottawa, Ontario K2P 0Y6
Telephone (613) 594-3000

September 3, 1987 **E.O. 87654**

Chairman & Members
The Regional Municipality
of Ottawa-Carleton
Planning Committee
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sirs:

THE DRAFT RMOC OFFICIAL PLAN AND TAYSHAM INVESTORS INC.

We have pleasure in submitting, on behalf of our clients, Taysham investors Inc., a brief in response to the RMOC Official Plan Review.

Taysham Investors Inc. are the owners of the Energy Conserving Community (ECC) which is situated in the City of Kanata north of future Terry Fox Drive and west of the March Road, and is presently being developed by the Paracon Group.

In 1983, the Regional Official Plan was amended to include the ECC in the urban area, based on a population base of approximately 8000 persons. However, the final draft approved Plan of Subdivision for the ECC will generate a population of some 6000 persons only. The approved Draft Plan of subdivision provides for the extension of urban services, including roads, to the west. Taysham therefore wishes to have the ECC extended to include the additional land in its ownership, abutting directly to the west, situated east of the Second Line Road (unopened). This would accommodate the remaining 2000 population capacity.

Paracon proposes to develop the additional land, which comprises some 27 hectares (67 acres), with clustered apartment buildings in an open space setting. The "Paracon II" proposal on the planning and engineering analyses and findings, which are outlined more fully in the brief, a summary of how the Paracon proposal will contribute to and be in keeping with Regional and City Planning objectives is attached.

We submit that the Paracon II proposal would not only fulfill the City and Regional objectives set out in the Brief & Summary, but would also preserve, at no cost to the Region, elements of the South March Highlands, such as mature trees.

.../2

~42

SUGGESTED ALTERNATE WORDINGS FOR SELECTED POLICIES... #086

BY ANDY TERAUDS, MEMBER, ONTARIO INSTITUTE OF AGROLOGISTS,
OTTAWA VALLEY CHAPTER

DRAFT

OFFICIAL PLAN

REGIONAL MUNICIPALITY OF

OTTAWA-CARLETON

Planning Department Recommendations to
Planning Committee

Regional Municipality of Ottawa-Carleton
Planning Department
May, 1987

(aussi disponible en français)

PART 5: RESOURCE AREA POLICIES

5.0 INTRODUCTION

To ensure the protection, enhancement and, where appropriate, use of the natural resources of Ottawa-Carleton, Council proposes action in three main areas of concern: agriculture, mineral resources, and the natural environment.

On the basis of the natural characteristics of the land, the rural area has been divided into a number of policy areas which reflect the above concerns. These policy areas are designated on Schedule A and the following sections set out Council's policies for each of them.

5.1 AGRICULTURAL RESOURCE AREAS

5.1.1 Introduction

One of the goals discussed in Part 1 is "to preserve important natural resources". Land with a high capability for agriculture is such a resource. Farmland is the predominant land use in Ottawa-Carleton. In 1981, 2002 census farms occupied 144,000 hectares of the total regional area of 276,000 hectares. Their capital value per acre is considerably higher than the average for Eastern Ontario. Compared to other counties in Eastern Ontario, Ottawa-Carleton is the leading producer of milk, has the largest population of cattle, calves, sheep and lambs, and contains the largest production area of fruit, vegetables, grain corn, fodder corn, barley and mixed grains.

Thus farming is a significant contributor to the regional economy. The continuation of farming ensures that agricultural land is productively used, and thus contributes its share to the total food needs of the province.

In summary, the regional interest is in:

1. **The long term viability of the agricultural industry in Ottawa-Carleton.**

5.1.2 Objectives for Agricultural Resource Areas

Agricultural land is an important non-renewable natural resource which must be protected if it is to be available for the use of future generations.

In addition, farm operators need to be assured that their investment in and commitment to agricultural production will not be adversely affected by conflicting land uses. For example, non-farm residences in agricultural areas may create problems for farmers such as lack of weed control, dogs or increased traffic volumes conflicting with slow moving farm machinery. Conversely, non-farm households may find farm odours and noises objectionable.

Based on the recommendation of the Agricultural Advisory Committee (section 5.1.3.4)

Many matters affect agriculture in addition to the policies of this Plan. It is desirable that Council consider how it may complement the objectives discussed above with actions outside this Plan. This could incorporate such actions as making representations to the federal and provincial governments on farm issues or assisting in the establishment of farmers' markets.

In summary, Council's objectives are:

1. **To protect the major areas of agricultural production and other lands viable for agriculture from loss to other uses.**
2. **To ensure that uses that would result in conflicts with agricultural operations are not established in productive farming areas.**
3. **To assist the farming community in actions to benefit agriculture.**

5.1.3 Policies for Agricultural Resource Areas

The policies required to support Council's objectives in agricultural areas include: the designation of these areas, the definition of permitted uses, criteria for severances, how to deal with pockets of poor land in agricultural areas and how the Region can take action to assist agriculture.

5.1.3.1 Permitted Uses in Agricultural Resource Areas

Farmland can best be protected from non-agricultural uses by identifying agricultural land and through policies in this Plan providing that non-agricultural uses locate elsewhere. The suitability of an area for agriculture is a function of a number of variables including soil capability, type of agricultural land use and degree of fragmentation by non-agricultural uses. The overall intent is to identify large blocks of agricultural land.

Agricultural Resource Areas designated on Schedule A are based on soil maps for Ottawa-Carleton from the Ontario Institute of Pedology. The designations include, firstly, almost all land having a capability for agriculture of class 1, 2 or 3. Secondly, they include certain land contiguous with the above having a capability for agriculture of class 4~~, that was under production in 1985~~. Thirdly, they include certain specialty crop areas. The boundaries of the Agricultural Resource

Area have been drawn so as to prevent the penetration of non-agricultural development into agricultural areas. In all 122,700 hectares have been designated as Agricultural Resource Areas.

In Agricultural Resource Areas, primarily agriculture land uses directly related to agriculture, which of necessity must be close to farm operations, will be permitted in order to minimize conflicts. It is not expected that the farm population will increase significantly. The need for additional non-residential uses in the rural area will come from the travelling public or an increase in non-farm population. The Plan provides for these needs to be met in villages and on lands designated General Rural Area.

In summary:

1. **Agricultural Resource Areas are designated on Schedule A where the following uses are permitted:**
   - **a) farming,**
   - **b) forestry,**
   - **c) uses related to the conservation or management of the natural environment,**
   - **d) open air recreational uses on land that is of low capability for agriculture as described in policy 6 provided that they will not adversely affect adjacent agricultural operations,**
   - **e) industrial and commercial uses directly related to agriculture which of necessity must locate close to farm operations, including such uses as livestock assembly points, grain drying, storage for farm produce, and custom machinery operators. Wherever possible, these uses shall be located on land that is of low capability for agriculture as described in policy 6. Furthermore they shall not adversely affect agricultural operations in the general vicinity,**
   - **f) quarries, including underground mining, on land that is of low capability for agriculture, as described in policy 6,**
   - **g) pits which, if established on land that is of high capability for agriculture, shall be subject to a rehabilitation plan showing how the site ~~can~~ shall be rehabilitated for productive agricultural use,**
   - **h) wayside pits and quarries which, if established on land of high capability for agriculture, shall be subject to a rehabilitation plan showing how the site ~~can~~ shall be rehabilitated for productive agricultural use,**
   - **i) once a pit, quarry, underground mine, wayside pit or wayside quarry has been exhausted and the licence has been surrendered, ~~uses may be permitted in accordance with (a) to (e),~~** it shall be rehabilitated to its original capability for agriculture
   - **j) residential infilling in accordance with Section 4.2.4.**
2. **In implementing policy 1 above, Council shall seek the advice of the Ministry of Agriculture and Food and, among other things, shall have regard to:**
   - **a) the Foodland Guidelines and any succeeding policy statement adopted pursuant to Section 3 of the *Planning Act, 1983*,**
   - **b) the soil maps of the Regional Municipality of Ottawa-Carleton prepared by the Ontario Institute of Pedology,**
   - **c) the Agricultural Code of Practice ~~dated 1976.~~** or a replacement document
   - d) the Right to Farm or similar policies

Add Section on Exclusions 5.1.3.2 see sheet

5.1.3.2 Farm Severances in Agricultural Resource Areas

New Section 5.1.3.2

a) Need a statement that topsoil removal shall not be permitted in Agricultural Resource Areas.

b) No waste disposal sites in Agricultural Resource Areas

c) No new Right of Way corridors in Agricultural Resource Areas if at all possible.

d) Other uses established after consultation with the Agricultural Advisory Committee (5.1.3.4)

› the fragmentation of farm land
e is a potential source of conflict
ial farm resident may be replaced
rming practices. These considera-
on of severances should not con-

ɔt constrain the creation of farm-
is date may therefore, subject to
:verance.

special dispensation for farmers
:nt of the policies is to phase out

ɔsophy that to be eligible for a
r working life to the business of

AGRICULTURAL INSTITUTE OF CANADA
151 Slater Street, Suite 907
Ottawa Ontario
K1P 5H4
Telephone (613) 232-9459
Telex 053-4306

The *Planning Act, 1983* permits Council to delegate its authority to grant severances. In 1987 this authority had been delegated to a Regional Land Division Committee (for Cumberland, Goulbourn, Osgoode, Rideau, Rockcliffe Park and West Carleton) and to local Committees of Adjustment in all other area municipalities.

In summary:

3. **In Agricultural Resource Areas, farm severances may be permitted:**
   a) **to create one lot for each farmer owning a farm in Ottawa-Carleton on the date of adoption of this policy, for either retirement or farm help purposes;**
   b) **for a dwelling made surplus through farm consolidation;**
   c) **for making boundary adjustments between farms; and**
   d) **for creating a new holding intended to be used exclusively as an agricultural operation, providing the size of such holding and the remaining parent parcel are sufficiently large to make the type of operations proposed economically viable. In this regard, Council shall seek the advice of the Ministry of Agriculture and Food and the Agricultural Advisory Committee (5.1.3.4).**
4. **For the purpose of policy 3 a) a "farmer" is defined as someone whose primary occupation consists of working on a farm. In the case of a retirement lot, the farmer shall have worked on a farm in Ottawa-Carleton for at least 20 years.** In the farm help purposes severance, the scale of the farming operation must justify the need to the satisfaction of the Agricultural Advisory Committee (5.1.3.4).
5. **When considering a proposal to create a lot in accordance with policy 3 a) above, Council or the body to whom it has delegated its authority shall:**
   a) **seek the advice of the Ministry of Agriculture and Food with the object of ensuring that there will be no adverse effect on agricultural operations in the general vicinity and, in particular, to have regard to the Agricultural Code of Practice ~~dated 1976~~** or a replacement document.
   b) **consider the desirability of the lot being located on land of low capability for agriculture.**
   c) **require sufficient evidence to demonstrate site suitability for private individual services as provided in policy 9 of Section 10.1.2.**
   d) **permit a severance which creates an additional access to a regional road only when there is no alternative location for road access.**

5.1.3.3 Areas of Poor Land in Agricultural Resource Areas

Areas of poor land not in agricultural use exist within Agricultural Resource Areas. These areas are surrounded by agricultural operations. Because of their small size and scattered nature they have not been designated General Rural Area as this would permit a broad range of uses, some of which, including country lot subdivisions, would be incompatible with the surrounding agricultural operations. The policies below recognize the difference between these pockets and the surrounding farm land but establish criteria to minimize the likelihood of conflicts arising between activities permitted on these pockets and farming operations. [illegible]

Remove ~~If area municipalities wish to permit development on these areas, the areas must be designated in local official plans through an amendment which has considered all of the lands in the area municipality designated Agricultural Resource Area. This will enable an overall appreciation to be reached of the impact of the policy on the whole farming community in each area municipality before it is decided whether such a policy is desirable.~~

In summary:

6. Agriculture related ~~Non-farm residential~~ **lots** as identified in 1.e) **may be created by severance in areas designated Agricultural Resource in this Plan on land which displays all of the following characteristics:**
   a) **has a capability rating for agriculture of class 5 or poorer as determined from the soil maps of Ottawa-Carleton prepared by the Ontario Institute of Pedology,**
   b) **is not being used or capable of use as part of an adjacent agricultural operation,**
   c) **has frontage on a public road,**
   Remove
   ~~d) **is sufficiently wooded with mature trees so that houses can be protected from adjacent farm operations,**~~

   if such land has been designated in a local official plan by an amendment that considers all of the lands designated Agricultural Resource Area in that area municipality.

If you keep the original intent add e) re Agricultural code of practice.

If you keep the original intent then emphasis on farming (farm: [illegible])

7. **Before approving an amendment pursuant to policy 6 above Council shall determine the distribution and number of lots that could be created to ensure that no new areas of strip development will be established. In addition Council shall seek the**

CFE:

advice of the Ministry of Agriculture and Food concerning the overall impact on the agricultural activity in the municipality.

reduce size.

8. **Lots created in accordance with policies 6 and 7 shall have a minimum size of four hectares and meet the requirements of policies 8 or 9 in Section 10.1.2.**

be larger for any [illegible] because of [illegible] [illegible]

5.1.3.4 Agricultural Advisory Committee

Municipal actions to assist the agricultural industry need not be limited to policies in this Plan. Actions may be considered on other matters and to help identify the relative importance of these and also to identify solutions, the assistance of the farming community will be sought.

9. **Council shall establish an Agricultural Advisory Committee whose task will be to consult the farming community on an ongoing basis and to advise Planning Committee from time to time of actions or policies that Council can take to assist the agricultural industry in Ottawa-Carleton.** The Agricultural Advisory Committee shall also respond to requests, for assistance on agriculture related topics from Council or any of its committees.

5.2 MINERAL RESOURCES[1]

5.2.1 Introduction

In the region the major mineral resources are limestone, sand and gravel. Mineral resources play an important role in today's society. They are used in a wide range of construction for houses, schools, shopping centres and factories, for road construction and repair; and for sewer and water pipes - to name just a few. They may be used in a relatively natural state such as for fill or for road base or they may be manufactured into materials used in the construction industry such as concrete, concrete products, asphalt or brick.

5.2.2. The Supply of Mineral Resources

The Ministry of Natural Resources has assessed the quality and quantity of limestone, sand and gravel in the region. However, not all this material is available for extraction because of existing land uses and other factors.

Reserves of limestone are estimated at 49.8 billion tonnes and have been classifed into two grades of quality. The Class 1 material (that best suited for asphalt and concrete manufacture) comprises approximately 44.5 billion tonnes.

The reserves of sand and gravel are much less than those of limestone. They have been classified into four grades of which the top three satisfy different quality standards established by the Ministry of Transportation and Communications for the production of asphalt and concrete or as a road base. Reserves of these top three grades total 49 million tonnes - excluding reserves on Transport Canada land at the Ottawa International Airport.

5.2.3 Factors Affecting the Availability of the Mineral Deposits

Three factors, economic, environmental and the quality of material affect the ready availability of suitable material and hence which areas should be designated "Mineral Resource".

5.2.3.1 Economic Considerations

Transportation costs are a high proportion of the final cost of aggregate. To reduce costs, it is preferable that pits and quarries be established close to their major markets and the Ministry of Natural Resources notes that in the Ottawa area new limestone quarries (as distinct from the expansion of established ones) are generally being established no further than 14 kilometres[2] from the edge of the urban area. For sand and gravel, however, the limited availability of good quality material permits economic extraction at greater distances.

For quarries, a second economic consideration is the depth of surface material that has to be stripped away before the mineral resource is exposed. The Ministry of Natural Resources indicates that in Ottawa-Carleton it is usually not economic to remove more than 1.5[3] metres of surface material.

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[1] This section is the result of a major study and amendment to the official plan. As it was only recently approved, it has not been reconsidered in the official plan review and is included in the draft official plan for completeness. Any changes are confined to housekeeping matters, such as numbering and cross-references. No substantive changes have been made.

[2] this figure is intended for information purposes; it is not intended to be construed that quarries should not be permitted beyond this distance.

[3] this figure is intended for information purposes; it should not be construed that mineral extraction should not be permitted where the surface material exceeds 1.5 metres in depth.

TOWNSHIP OF CUMBERLAND COMMENTS
ON THE
DRAFT REGIONAL OFFICIAL PLAN

087-2

REPORT TO COUNCIL

EXECUTIVE SUMMARY TO THE BRIEF TO THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON CUMBERLAND TOWNSHIP COMMENTS ON THE DRAFT REGIONAL OFFICIAL PLAN

Introduction

For ease of reference by Council, the following represents the major points raised in the detailed staff report.

Summary

1. **Eastern Urban Community**

   - The area must be allowed to grow to the OMB approved area and corresponding population level of 90,000 to 100,000.
   - Requires from the Regional Municipality of Ottawa Carleton a commitment to provide the necessary support services for the Eastern Urban Community; to include sanitary sewer, water, road and transit improvements.
   - A clearly defined priority to Eastern Urban Community (and Western Urban Community) prior to committing Southern Urban Community with respect to all servicing mentioned above.
   - Modify household counts (30,000 to 40,000) to match OMB approved area for the Eastern Urban Community.

2. **Staging of Urban Areas**

   - Clarification of when Regional Council decided to bring on stream Stage I lands in Southern Urban Community (Nepean north of Jock River).
   - Possible Stage II lands should be designated around the Eastern Urban Community and the Western Urban Community and be included in the phasing review of urban lands. All three urban communities should be considered before any Stage II lands are brought on stream for development.

3. **Development in Rural Area**

   - Existing development rights should be protected for owners of lands already designated in local Official Plans. In Cumberland's case, this includes the village areas and pockets of rural land that are not prime agricultural lands.
   - Certain proposed lot sizes are significantly larger in Regional Official Plan than what is permitted at present in local Official Plan. This infringes on existing development rights noted above and should be rectified.
   - Severances of agricultural lands (retirement lot timing and farm help lots) should be amended to coincide with the Township's Official Plan policies.
   - Add Canaan Hill limestone deposits to Regional Official Plan Schedule as a Mineral Resource Area.

4. **Transportation**

   - South of Innes Road by-pass (4 lane divided limited access urban arterial) should be identified as a Tier 1 road requirement for the Eastern Corridor.

   - Firm Regional commitment needed to upgrade transportation network serving the Eastern Urban Community.

   - First priority required for improvements to transportation network (roads and transit) serving the Eastern Urban Community and the Western Urban Community. The Southern Urban Community should receive second priority.

5. **Other**

   - Major community facilities policy should not include hospitals or recreation centres.

   - Regional shopping centres should be in place for both the Eastern Urban Community and the Western Urban Community prior to expansions to existing Regional Shopping Centres inside the greenbelt.

   - Clarification requested on questions with respect to Agricultural Advisory Committee, Recreation Area and aggregations of non-residential uses to maximum 2,000 jobs in General Urban Areas.

   - add.

Conclusion

It is clear that the most significant policy affecting the Township in the Draft Regional Official Plan is the introduction of the additional south development node, i.e. the Southern Urban Community. This growth area, if approved without clear limitations on timing, threatens to syphon off resource commitments necessary for the development of the Eastern Urban Community and the Western Urban Community. This, along with continuing under-funding of Regional infrastructure improvements to and within these new urban communities, threatens not only their continued development but also the creation of employment opportunities necessary to balance their strong residential growth.

The additional policy concerns outlined herein (and in the detailed submission attached) underscores the concern of staff over the serious impact that the Regional Official Plan has and will have on the development of the urban and rural areas of the Township. These concerns are especially apparent in the areas of jurisdiction, continuing commitments to growth in designated areas and protecting development rights. Any changes to the existing Regional Official Plan must, therefore, be predicated on clearly defined policies. The changes recommended in this report are therefore intended to clarify these policies as they apply to the Township of Cumberland.

Recommendation

That the Executive Summary and Detailed Policy Comments be forwarded to the Region as the Township's comments on the Draft Regional Official Plan.

G.E. Lathrop
Commissioner of Planning and
Development

BRIEF TO THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
CUMBERLAND TOWNSHIP COMMENTS ON THE
DRAFT REGIONAL OFFICIAL PLAN

September 15, 1987

File No. 22-90.23

Introduction

The following are the Township's detailed comments on the draft Regional Official Plan. Where possible, the relevant section of the Regional Plan has been referenced with the subsequent detailing of the Township concerns and necessary resolution to these concerns noted.

An executive summary is also provided under separate cover to highlight those areas which are of extreme significance to the municipality.

Section 1.7.2 Policies for Implementation

Item No. 1: Paragraph 1 (Page 1-4)

Staff is concerned over the time duration within which we are given to amend our local Official Plan. Paragraph 1 requires one (1) year from the approval of the Regional Official Plan for Council to adopt an amendment. One year may not be sufficient and it would recommended that this time be expanded to 2 or 3 years to allow proper review of the Township planning documents, public hearings, and processing the amendment through the various government agencies.

Recommendation

That this paragraph be amended to allow more time (2-3 years) to amend local official plans.

Item No. 2: Policy #5 (Page 1-5)

Staff is concerned over the intent of this paragraph in relation to not only existing buildings or developments which were in place on the day of the adoption of the plan but also to those areas already designated for development in the Township Official Plan and Zoning By-law.

In other words, this policy should not force conformity to the Regional Official Plan by a local municipality if the situation was existing or if zoning was in place. For example, it appears that if a property was in an official plan as being residential and it is not yet built or zoned, then the Region would require that the local official plan be amended accordingly.

The concern by staff here is that there are a large number of properties which have been designated and purchased based on the Township of Cumberland's Official Plan showing potential development. Specific examples come to mind, including the French Hill country lot area shown on the Township Official Plan as being suitable Estate Residential development. Staff would be concerned if this area would now be designated and development could not take place given the degree to which investment has already ocurred in this particular location, on the assumption that future development will continue.

.../2

Recommendation

That this policy item be clarified to note that existing development rights as provided and designated in local Official Plans will remain.

Item No. 3: **Policy #6 (Page 1-5)**

Concern is expressed in this section that clarification is required to the level to which regional services will be made available. A specific example is the envelope for the East Urban Community which has been identified by the Ontario Municipal Board as assuming a population level of 90,000 to 100,000. It is therefore necessary that the Regional Municipality ensure that piped services, roadways and transit facilities are in place to meet this approved population. The last paragraph of this section would seem to indicate that if services under Regional jurisdiction are not adequate, then proposals for future development in the E.U.C. could be refused.

Recommendation

That this section be clarified by the addition of a clause to ensure that those areas presently designated in the E.U.C. and W.U.C. will be serviced by the Regional Municipality with piped services, roads and transit up to the population level approved by the Ontario Municipal Board.

Item No. 4: **Policy #8 (Page 1-5)**

Concern is expressed over the degree to which the Region is becoming involved with local municipal responsibilities. A specific example is identified in Policy 8(d), wherein the Region has recourse to assessing whether or not there is a need to add a site or sites to the lands already designated for a proposed use. It would appear that the Region could, therefore, at a site planning level decide on their own that there is not a need for the proposed use and therefore, (under this Official Plan Policy) recommend that it be rejected.

It would be the opinion of staff that such a jurisdiction is really a local municipal responsibility and that the Region has no place in considering, at a site planning level, whether or not such uses are appropriate.

Recommendation

That policy 8 be amended by eliminating the paragraph following clause (c) including clause (d).

.../3

Section 2.1.3 The Number and Location of Urban Areas

Item No. 5: Paragraph 11 (Page 2-3)

The reference in this paragraph to the 3200 hectares located within the E.U.C. should be clarified by two items.

1. That the 3200 hectares figure identified is comparable to the population level which was approved by the Ontario Municipal Board, ie. 90,000 to 100,000 level.

2. That the comment "an area of approximately 3200 hectares located immediately east of the greenbelt is more-or-less centered on the boundary line between the City of Gloucester and the Township of Cumberland" be clarified by the deletion of the term more-or-less. It is felt that it is clear to identify the line as being centered on the boundary between the two municipalities rather than to say it is "more-or-less" centered there.

Recommendation

That section 2.1.3 Paragraph 11 be clarified by the deletion of the term "more-or-less" in line 4 and that the Region provide confirmation to the Township that 3200 hectares will support the OMB approved population level.

Section 2.1.4 Staging of Urban Areas

Item No. 6: Paragraph 3 (Page 2-3)

It is noted in paragraph 3 that "by the mid 1980's traffic generated from the Orleans urban centres exceeded the road capacity in peak hours". This phrase would indicate that the E.U.C. is experiencing unacceptable shortfalls in roadway capacity at the present time which future growth could only worsen. This underlines the degree of congestion which is occurring in the E.U.C. and highlights the need to priorize the structural road improvements serving the Eastern Urban Community.

Recommendation

That this clause be expanded to note that the solution to this roadway capacity problem is the expansion of the roadways serving the E.U.C. and that this assume a priority status for regional road improvements.

Item No. 7: Paragraph 6: (Page 2-3)

Clarification is requested on line 5, wherein the draft plan notes "on this basis, Council has determined that additional lands in the Nepean portion of the south urban centre should be brought

.../4

into the Stage 1 designation". It is our understanding that Council has not made this specific determination and we would request that Regional Council Minutes indicating when this was done be forwarded to the Municipality for clarification.

Recommendation

That clarification be received on the exact date that Regional Council determined that additional lands in the Nepean portion of the south urban community should be brought into the Stage 1 designation.

Item No. 8: **Paragraph 8 (Page 2-4)**

Objective No. 5 which adopts staging policy has no reference to roadway networks, even though such roadway networks and the congestion problems are included within the body of the report.

Recommendation

It would be recommended, therefore, that this phrase be enhanced by adding the following provision at the end of the statement. "This shall include the provision of roadway services to meet the growth requirements of the East and West Urban Communities to the boundaries and limits approved by the Ontario Municipal Board.

Section 2.1.5 The Structure of Urban Areas

Item No. 9: **Paragraph 10 (Page 2-5)**

Subsection 9 of the Policy Statements in this section provides that limits be established for the amount of development in the new urban communities which "does not exceed the planned capacity of the transportation system and other regional services". It is of concern that the planned capacity of the transportation system, sanitary and water services are required to meet the boundary limits presently identified for the E.U.C. and W.U.C. For clarification, this policy should be expanded to specifically identify those areas already committed for development and services which will be provided.

Recommendation

That Policy No. 9 be expanded by the following at the end of the sentence, "specific priority will be given to providing transit services and capacity in the transportation system to meet the development requirements for the designated areas in the E.U.C. and W.U.C.

.../5

Section 2.1.6 Servicing Strategy

Item No.10: Paragraph 2 (Page 2-5)

Concern is expressed over the manner in which this paragraph is developed since it assumes that incremental improvements, in response to demand, can be made to the servicing system. Clarification should again be made here on the problems related to servicing the east and west urban communities already deficient in roadway and sanitary sewer and water capacities and that priority, especially in paragraph 3 of this strategy, be given to the installation of these services.

Recommendation

That clarification be made in paragraph 2 of the problems occurring in the E.U.C. and W.U.C.

Item No. 11: Paragraph 6 (Page 2-5)

This paragraph deals briefly with the need for a servicing priority to the Kanata and Orleans urban communities. It should be emphasized that the first priority works should include not only sanitary sewer and water but also roadways and transit requirements as part of the servicing potential for both the E.U.C. and W.U.C. Since these are the areas which are presently experiencing substantial deficiencies, it is logical to provide servicing to meet their needs prior to the committing of funds to the S.U.C. It is also assumed that in this particular clause, servicing means to the limit of the 90,000 to 100,000 population level approved by the Ontario Municipal Board for both urban communities.

Recommendation

That clarification be made to paragraph 6 to ensure servicing potential is available.

Item No. 12: Paragraph 8 - Policy 10 & 11 (Page 2-6)

The concern with this clause is to clarify the term servicing. It is understood that section 2.1.7 deals with transportation strategy, however, in relation to the structure of urban areas and the servicing strategy, a statement of the roads and transit requirements to the E.U.C. is warranted following policies 10 & 11.

Recommendation

That the reference to roads and transit services be included in this policy schedule and be shown as Policy No. 12.

.../6

Section 2.1.7 Transportation Strategy

Item No. 13: Paragraph 1 (Page 2-6)

Reference is noted to paragraph 1 in which the term "desired urban development pattern" is made in relation to the Region's transportation strategy and forecast of growth. It should be restated in this particular paragraph that the development pattern is committed, for both the E.U.C. and W.U.C. and the need to provide service capacity to the limits of these particular areas.

Recommendation

That clarification be made to paragraph 1 to stipulate the need to upgrade the transportation system to service both the E.U.C. and W.U.C.

Item No. 14: Paragraph 12 (Page 2-7)

This paragraph deals with the congestion on the Queensway corridor and provides a policy discussion on the need to increase roadway development in the east-west axis. Reference is made to three urban centres outside the greenbelt. It should be noted that two are presently in existence with the third only in the preliminary development/planning stages. As a result, it may be appropriate to identify the priority status road improvements of the E.U.C. and W.U.C. in lieu of the S.U.C.

Paragraph 13 also talks about the Queensway corridor and the missing links in the existing regional road network. Again reference could be made here to the immediate needs to provide facilities to the E.U.C. and W.U.C.

Recommendation

That a statement be included in section 2.1.7 to the effect that the E.U.C. and W.U.C. receive priority for transportation improvements.

Item No. 15: Paragraph 15 (Page 2-7)

This paragraph refers to the need to consider the construction of major road connections between Highway 417 and Highway 416. This is necessary to accommodate not only the S.U.C. but part of a high capacity road link going east-west to link up with these two provincial highways. Staff is supportive of this initiative.

Recommendation

That this proposed road link be supported.

Item No. 16: Paragraph 16 (Page 2-7)

Concern is again expressed about the reference to the S.U.C. as part of a continuing reference to

.../7

the development of employment and integrated transit stations to the S.U.C. It should be noted that some priorizing should be established in this particular paragraph to clearly indicate that the E.U.C. and W.U.C. are first priority areas, and the S.U.C. is a second priority.

Recommendation

That this paragraph be amended to priorize the development of employment and integrated transit stations with the E.U.C. and W.U.C. receiving top priority.

Section 2.2 Policies

Item No. 17: Paragraph 4 (Page 2-8) and Policies #2 & #3 (Page 2-9)

Concerns are expressed over the reference to a ten year supply of housing for the urban area in stage 1. It is noted that in this paragraph, reference is made to delaying the need for stage 2 land until such time as the available supply in stage 1 is less than 10 years. Although there is no question that stage 2 lands herein refer to the south urban growth area, it is noted that considerable representation has been made to this Official Plan review process by the City of Gloucester to expand the present boundary of the E.U.C. south to Notre Dame des Champs.

Although the Township is presently content with the boundaries of the East Urban Community based on the projected transportation links and capacities noted by transportation studies undertaken by the Region, it should be noted that within the limit of the ten year supply (and subject to a 5 year review by the Region under the Planning Act, Section 26); some future growth beyond the present boundaries of the East Urban Community may be warranted.

This growth should take into consideration not only the transportation system as it would have evolved within the next five year period, but also the exact status of other services, notably water and sewer. It would be reasonable, therefore, to predicate the development of stage 2 lands on a coincidental reassessment of the E.U.C. and W.U.C. to determine whether or not enlargement of the urban boundaries for these communities is warranted.

The Municipality is therefore concerned that whatever reviews are undertaken, they be done on a comprehensive nature for not only the Gloucester portion but also the Cumberland portion of East Urban Community.

.../8

Recommendation

That at such time as the Region reviews the phasing of Stage 2 lands, that the limits of the E.U.C. and W.U.C. be considered as an integral part of this review. To this end, it is appropriate that additional lands adjacent to the present E.U.C. and W.U.C. boundaries be designated as Stage 2 lands. The Stage 2 lands for the E.U.C. should encompass both Gloucester and Cumberland portions and be subject to comprehensive planning studies similar to the S.U.C.

Item No. 18: Policy #4 (Page 2-9)

The number of households indicated in this policy for Orleans, is a maximum of 30,000. It is assumed that this is an error in calculation since it is understood that the Ontario Municipal Board approval of the East Urban Community was to a population of approximately 100,000 people.

Recommendation

It is recommended that the maximum number of households be corrected and amended to approximately 40,000 households.

Item No. 19: Policy #6 (Page 2-9)

This section should be amended in accordance with our earlier comments wherein municipal piped services "will" be extended to stage 1 urban areas as identified in Policy 2 above.

Recommendation

That the word "may" be replaced by "will" in the first line of this policy.

Section 3.1.3.2 Primary Employment Centres

Item No. 20: Policies #6 & #7 (Page 3-3)

The concern expressed here is with the mandatory provision that a municipality develop "pedestrian oriented" development at the Primary Employment Centres. When this is read in conjunction with Policy No. 7 and the "Region's inability to impose conditions on area municipalities for the provision of pedestrian circulation", it would seem to be a contradictory statement. In Policy No. 6 the Region suggests that we must provide pedestrian oriented circulation, whereas in Policy No. 7, the Region recognizes that they cannot impose conditions to provide this circulation.

There seems, therefore, to be little reason for why this is in the Draft Plan other than an attempt by the Region to increase it's jurisdictional inroad on matters that are primarily municipal responsibilities.

.../9

Recommendation

That these two sections be deleted.

Section 3.2.3 Policies for Shopping Facilities

Item No. 21: Paragraph 3 (Page 3-5)

In this paragraph, specific reference is made to the floor space requirements accommodating other employment components, (such as office and community facilities). It is suggested that these will not be included in shopping centres if they may be converted easily into retail space.

This clause seems to be rather redundant insofar as it assumes that the area municipality would permit floor space used for community facilities and/or offices to be converted into retail uses. Although some of this may indeed occur provided it is permitted by the zoning by-law, it would be very limited. Therefore, it appears redundant to make such a specific comment in the Regional Official Plan.

Recommendation

That this policy reference be deleted.

Section 3.2.3.1 Regional Shopping Centres

Item No. 22: Policy #4 (Page 3-6)

In this section, the Region notes that Council will review policy 3 wherein limitations are made on regional shopping centres inside the greenbelt at such time as the Kanata Town Centre "or" the Orleans Town Centre are in existence. There is some concern as to why the preposition "or" is used in this case, and not the word "and" since both Town Centres should evolve before further expansion of other Regional Shopping Centres is permitted.

Recommendation

It is therefore requested that this last sentence be rewritten to read "exists in both the Kanata Town Centre and the Orleans Town Centre".

Section 3.3.1 Introduction to Major Community Facilities

Item No. 23: Policy #1 (Page 3-7)

This entire introduction as well as the policy indicates a regional interest in the location of major communities facilities. This is of concern since it assumes that these community facilities,

.../10

including such things as recreation centres and hospitals, could be affected by regional policy and control. Furthermore, under section 3.3.2 and 3.3.3 reference is made to the need to have these community facilities at "central locations with respect to service area population" and that some of these major communities facilities are funded by the Region.

In the latter case, staff know of no circumstances where the Region specifically funds major community facilities. It would, therefore, be requested that this "funding" be clarified by Regional staff.

In general, therefore, there appears to be no need to have regional involvement in the location of major community facilities. In many circumstances with facilities such as hospitals and recreation centres, these cannot always be located in a central location, due to their large land area requirements.

Recommendation

It is therefore recommended that reference to hospitals and recreation centres in Policy 1 be deleted. Also, that clarification of Regional funding of major community facilities be provided.

Section 3.4.2 Objectives for General Urban Areas

Item No. 24: Policy #2 (Page 3-8)

Concern is expressed over the emphasis on minimizing the cost of transportation systems and other regional services consistent with overall benefit. There are many circumstances where the lowest cost is not necessarily the best of choice. For example, under this policy the construction of the transportation system would emphasize that the lowest cost is the most important factor. This tends to mitigate the acceptance of tenders which may be slightly higher in cost but provide a much better facility and/or service.

Recommendation

That this section be adjusted to indicate that the transportation system should be constructed with due regard to minimizing cost but also to providing the highest and best possible service.

Section 3.4.3 Policies for General Urban Areas

Item No. 25: Policy #1 (Page 3-9)

It is noted in 1 (a) that the Region is attempting to control aggregations of non-residential uses which provide a development

.../11

potential of up to 2,000 jobs. However, there is no definition of what the Region means by the term aggregations of non-residential uses. For example, what are the parameters that the Region will use to estimate that the 2,000 job level has been reached and corresponding problems have resulted.

Recommendation

That the Region clarify what is meant by this policy and provide examples where this is becoming a problem which needs to be addressed at a regional level.

Section 4.1 Objectives for Development in the Rural Area

Item No. 26: Paragraph 6 (Page 4-1)

The Region has requested to provide a documentation of the figure "3,500 additional inhabitants could generate the demand for an additional lane of road". It is assumed that this figure is used to support the rationale for controlling development in the rural area.

Recommendation

The Township would request a specific reference concerning where this figure came from.

Section 4.2.1 Policies Applying to all Development in the Rural Area

Item No. 27: Paragraph 8 (Page 4-2)

Clarification is requested concerning the meaning of this paragraph and whether or not these new policies apply to existing official plan documents of area municipalities. For example, there are sufficient commitments already made in many villages based on the local official plan designation. If we are now to dedesignate these areas as a requirement of the new Regional Official Plan, it would seem to be unfair to those individuals that purchased land on the assumption that it had a certain development potential.

Recommendation

Clarification is requested that the existing village boundaries for development purposes remain subject to the approval procedures presently in place by the Ministry of the Environment for the provision of hydrogeological studies, etc.

It is understood, however, that for subsequent development beyond existing village boundaries that any new designation would require detailed

.../12

assessment by qualified individuals of the hydrogeological impact of the surrounding subdivision on the existing area. The municipality supports this provision as it applies to village expansions.

Similar concern is expressed in section 4.2.2 under Villages and Serviced Villages, paragraph 3, and the municipality supports this concept.

Section 4.2.2 Villages and Serviced Villages

Item No. 28: Policy #10 (Page 4-4)

This section deals with the manner in which villages and village boundaries can expand pursuant to the requirements of certain studies, etc. Clarification is requested as per comments noted above that this would be applicable to those areas beyond existing designated village boundaries in local official plans.

Recommendation

That the Region clarify the intent of this policy with respect to existing village boundaries.

Section 4.2.3 General Rural Areas

Item No. 29: Policy #17 (Page 4-6)

In this policy in the rural areas, a minimum country lot development of 10 hectares is proposed. The municipality has an existing policy of 5 hectares and we would recommend that this be retained.

Recommendation

That the minimum lot sizes for country lot development be amended to read 5 hectares.

Section 5.1.3.2 Farm Severances in Agricultural Resource Areas

Item No. 30: Policy #3 & #4 (Page 5-3)

This section and the section following deals with the issue of a severance for farm help purposes and a lot for a farmer who hasn't worked full-time on a farm for at least 20 years. The municipality presently has policies which allows a retirement lot for a person who has worked on a farm for at least 10 years and does not allow a severance for farm help purposes. The latter situation is handled by a policy which provides for a second farm dwelling on an existing farm operation.

.../13

Recommendation

That both these policies be amended to reflect the Township's present Official Plan policies.

Section 5.1.3.3 Areas of Poor Land in Agricultural Resource Areas

Item No. 31: Policy #6 & #8 (Page 5-3 and 5-4)

It is noted that in this particular section significant amounts of land in the Township which are presently designated for non-farm related development and outside the present agricultural resource designation will be eliminated. It is recommended that where these areas are already designated, for example lands in the French Hill area for country lot development, that this designation remain and be allowed to continue as it has existing development rights which should not be taken away at this stage in time.

In addition, Policy 8 proposes lot sizes of 4 hectares whereas the Township's Official Plan permits lot sizes of 2 hectares. To be fair to owners of land, the proposed regional standard should be amended.

Similar concerns are expressed for some of the projected development around the north end of the municipality.

Recommendation

It is therefore recommended that modifications be made to either the policies and/or to Schedule A to identify the existing local official plan commitments for development in the rural area. Also, that the lot size requirement of 4 hectares be reduced to 2 hectares.

Item No. 32: Section 5.1.3.4 Agricultural Advisory Committee

The rationale is not understood why the Agricultural Advisory Committee is required. In order for the Township to accept such a policy, clarification is requested from the Region to indicate why such a policy is necessary.

Section 5.2 Mineral Resources

Item No. 33: 5.2.3.3 Quality of Material and 5.2.4 Areas for Mineral Resource Designation

In these two sections, class 2 areas are not identified as primary limestone deposits. This, not withstanding the fact that in the Township of Cumberland, two such limestone deposits are presently approved and an additional one expected. This latter proposal in the Canaan Hill area will be the subject of an Ontario Municipal Board hearing.

.../14

Recommendation

It is recommended that the Region amend the Schedule A to recognize the Canaan Hill deposit as a class 2 limestone deposit of significant resource in the Region.

Section 5.3 Natural Environment Areas

Item No. 34: Paragraph 1 (Page 5-7)

Concern was expressed over the designation of an area in the Township of Cumberland as a "Recreation Area" as shown on Schedule A. It is the understanding that such areas are of value and come under the umbrella of the Regional Municipality for possible purchase.

Recommendation

The Region is requested to clarify the reason for this designation.

Section 11.2.2 Road Priorities

Item No. 35: Policy Tier 1 - Eastern Corridor (Page 11-3)

Concern is expressed as to the reason why the southern Innes Road bypass is not identified in the Eastern Corridor. For example, provision is made to "widen Innes Road from Blair Road to the Blackburn Hamlet by-pass and from the by-pass to Regional Road 57". It is assumed this relates to Innes Road. There is no discussion, however, of the southerly extension from the Blackburn Hamlet by-pass of a four lane controlled access arterial to run south of the existing urban community and align with Regional Road 47 (Tenth Line Road). As this road is shown on Schedule C1, it should be added to the list of Tier 1 road improvements within the Eastern Corridor.

Recommendation

That the extension of the southern Orleans by-pass be identified as a priority within Tier 1 in support of ensuring its rapid construction.

G.E. Lathrop,
Commissioner of Planning
and Economic Development.

GEL/pt

#83

564

SUBMISSION

OF

TANGLEWOOD OTTAWA LTD.

TO

PLANNING COMMITTEE

REGIONAL MUNICIPALITY

OF

OTTAWA-CARLETON

SEPTEMBER 18, 1987

088-2

TANGLEWOOD OTTAWA LIMITED
DEVELOPERS / CONSULTANTS / MANGERS

SUBMISSION

OF

TANGLEWOOD OTTAWA LTD.

TO

PLANNING COMMITTEE

REGIONAL MUNICIPALITY

OF

OTTAWA-CARLETON

SEPTEMBER 18, 1987

Applicant: Land Holdings

(1) Tanglewood Ottawa Ltd.
98 Acres, S½ Lot 22, C.V. O.F. Gloucester

Proposal

To include Lot 22, in the Village of Leitrim as well as the surrounding area and the Village of Leitrim in any future growth as provided for in the amendments to the Official Plan that are being considered.

3539 PAUL ANKA DRIVE OTTAWA, ONTARIO K1V 9K7 CANADA TEL. 613/521-4087

Submissions

I. The mineral aggregate found on the subject land is not suitable for extraction.

Ministry of Natural Resources
Study of John D. Paterson &
Associates Ltd., Consulting
Engineers (Schedule "A")

II. The sanitary sewers have the capacity to support an industrial and commercial development.

Report of Oliver Mangione
McCalla & Associates Ltd.,
Consulting Engineer
(Schedule "B")

III. The Official Plan of the Township of Gloucester states that industrial and commercial development should occur around existing villages in the Rural Policy area.

S. 8.2.2. Official Plan
of Township of Gloucester

IV. Murray & Murray & Partners, Architects & Planning Consultants have been retained to study the site plan development of the area.

Correspondence from Murray & Murray
& Partners (Schedule "C")

088-4

DEVELOPMENT PROPOSAL

5 year development program in three phases.
South ½ Lot 22, Concession V R.F.
Acres 98.5 600 ft X

Industrial Development	Cost	Sq.Ft.of Bld.	Employees	Phase
(a) High technology Outside services parking etc.	7.5 Mill 1.0 Mill	75,000	450	I
(b) 50 Room Motel, Restaurant, banquet room, conference rooms, gas bar	1.5 Mill	20,000	50	I
PHase I - Totals	10.0 Mill	95,000	500	
(3) Light industry housing (a) Complimentary industry	7.0 Mill	70,000	400	II
(b) Housing Development	4.0 Mill	100 homes		
(4) Office & Plaza Bank, movies, law medicine, pharmacy, retail stores	3.0 Mill	50,000	250	II
Phase II - totals	14.0 Mill		650	

Phase III In the 5th year to develop the rest assume 50% expansion of each above.

Conclusion:

For all phases when all proposal complete would employ more than 1500 people at a total expense of 40.0 Million.

J.D. Paterson BSc P.Eng.
L. Bredeson BSc. P.Eng.
B. F. Cummings BA Sc. P.Eng.

JOHN D. PATERSON & ASSOCIATES LTD.
Consulting Engineers & Geologists
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Offices & Laboratory
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Ottawa, Canada K1Z 7S8
Telephone (613) 728-3505

568

088-5

REPORT OF SUBSURFACE INVESTIGATION

INTO A

POTENTIAL QUARRY SITE

SOUTH HALF OF LOT 22 CON. V. R. F.

TOWNSHIP OF GLOUCESTER

FOR

TANGLEWOOD OTTAWA LTD.
58 RIDEAU
OTTAWA, K1N 5W9

Cost of report $1500

REPORT NO. S 2278-80

July 31, 1980

REGISTERED PROFESSIONAL ENGINEER
MINING
L. BREDESON
PROVINCE OF ONTARIO

INTRODUCTION:

A property consisting of 41 ± acres located in the Township of Gloucester as identified on the cover sheet of this report has been classified by the Ministry of Natural Resources as a potential source of aggregate. In particular the west side of the property is shown to have the potential to produce coarse aggregate for use in asphalt and concrete. This information is recorded graphically on the plan titled "Paleozoic Aggregate Assessment" which accompanies the report, "Aggregate Assessment of the Regional Municipality of Ottawa-Carleton" by Fletcher & Klugman.

As requested by Mr. N. B. Pezoulas, P. Eng, on behalf of Tanglewood Ottawa Ltd. the nature of the bedrock underlying the property outlined as being available to quarrying operations was determined by a drilling program.

GEOLOGY:

The geology of this area as mapped by the Department of Mines and Resources indicates that the area of interest is immediately underlain by rock of the March Formation. This Formation is described as consisting of interbedded sandstone and dolomite having a stratigraphic thickness of the order of 25' to 30'. The contact between the March Formation and the underlying Nepean sandstone is not well defined and is taken to be the contact at the lowest dolomitic layer.

FIELDWORK:

On July 23 and 24 a technician from our staff laid out the locations of two bore holes and supervised the drilling of core. As each run of core was recovered, it was laid out in a core box and logged petrographically in the field. When this initial logging indicated a preponderance of siliceous rock types the holes were terminated at a depth of 14' 4".

The holes are shown located on DWG. NO. 2278-1 attached.

LABORATORY WORKS:

The core was thoroughly examined in our laboratory by a geologist and classified as to Formation. The percentage of core recovered with respect to that drilled was calculated for each run. The results of this detailed logging are recorded on the Log of Diamond Drill Hole sheets attached.

OBSERVATIONS:

Rock Types:

It can be seen from the logging of the core that rocks of the March Formation underlie the thin mantle of overburden on this property. Sandstone

Cont'd...2

088-7

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and sandy dolomite are predominant the full depth of the holes. Since the March Formation is underlain by the Nepean Formation at shallow depth it can be expected that the proportion of siliceous rock types will increase with increasing depth. Further in this regard it can be expected that sandstone of the Nepean Formation would be encountered directly below the overburden at some short distance to the east of B.H. 2 and that any dolomite of the Oxford Formation that might underlie the property to the west of B.H. 1 would be fairly sandy.

Quality Assessment:

As a matter of clarification the quality of the core in so far as it represents rock suitable to be used in the production of aggregates for various uses has been based on a visual assessment and our experience with these rock types. Tests can be conducted in our laboratory to confirm or not this assessment.

Quarrying:

It has been our experience that local quarrying operations are conducted primarily in limestone and dolomite in which the silica content is less than 10%. A silica content of this order does not underly increase the costs of crushing, whereas carbonaceous rocks with silica contents in excess of 10% contribute to excessive wear to crushers. This wear of course comes about as a result of the relative hardness of silica as compared to carbonates.

CONCLUSIONS:

Aggregate Production:

In so far as quality is concerned unweathered sandy dolomite, and sandstone delineated under this site could be used in the production of concrete products and asphaltic concrete. It has been our observation, however, that producing quality aggregates from these rock types is an uneconomical proposition when compared to the cost of producing aggregate from carbonates such as limestone, dolomite, dolomitic limestone etc. Carbonaceous rocks of these types are in abundant supply in the greater Ottawa area and are found in the Oxford Formation (dolomite) and Ottawa Formation (limestone).

RECOMMENDATIONS:

It can be seen at this time that operating a quarry in siliceous rocks of the types found in the March and Nepean Formation is not a viable operation when compared to the local quarrying operations in rock of the Ottawa and Oxford Formations . Since there is a preponderance of Oxford dolomite and Ottawa

Cont'd...3

limestone in the area, it is recommended that this property be considered for another use that would fall in line with the alternatives to rezoning as provided for by the Regional Municipality of Ottawa-Carleton.

L. Bredeson

LB/ln

L. Bredeson, P. Eng.

Report No. SS 2278-80

OLIVER, MANGIONE, McCALLA
& ASSOCIATES LIMITED
CONSULTING ENGINEERS

R. JOHN OLIVER, B.Sc., P.Eng., M.C.S.C.E.
JOSEPH B. MANGIONE, B.Eng., P.Eng., M.C.S.C.E.
JOHN H. McCALLA, B.Eng., D.I.C., P.Eng., M.C.S.C.E.
WILLIAM H. KERR, B.Sc., P.Eng.

Job: 80-2630

March 15, 1983

Mr. Nick Pezoulas
Tanglewood Ottawa Limited
3539 Paul Anka Drive
Ottawa, Ontario
K1B 9K7

Re: Tanglewood Serviceability Report
South 1/2 of Lot 22, Concession V (R.F.)
City of Gloucester

Dear Mr. Pezoulas:

This letter serves as our serviceability report for the advancement of the proposed commercial and residential development on your 98 acres contained in the above noted location. During our recent discussions, you outlined your intention to develop commercial areas with average depths of approximately 300 feet fronting on both Highway 31 and Hawthorne Road. The remainder of your site is proposed to be developed for residential use.

The criteria used to calculate the demand for water distribution and sewage collection systems meet the requirements for commercial and residential development.

Water Supply & Distribution

The 400 mm diameter water main on Highway 31 will adequately provide the needs for your development. Connection into this existing water main will be the responsibility of the developer. On site, water mains must be sized in accordance with the Regional Municipality of Ottawa-Carleton standards. The cost of the design and installation of the water mains within your holdings shall be borne by the developer.

.../2

1755 WOODWARD DRIVE, OTTAWA, ONTARIO, K2C 0P9 TELEPHONE (613) 225-9940

088-10

Sanitary Sewer System

The proposed commercial and residential development will generate a total sanitary sewage flow of 2.8 cfs. This flow is based on a commercial consumption rate of 2,000 Imperial gallons per acre per day with a peak factor of 3. The residential consumption was based on a density of eight units per acre, a population of four people per unit and a rate of 100 gallons per person per day with a peak factor of 4. An infiltration flow added to the above noted figures was based on a rate of 0.003 cfs per acre.

Currently, a sanitary sewer outlet is not available to your site. From development patterns presently evolving in the Leitrim area, it appears that the closest and earliest sanitary sewer outlet available to you is a proposed gravity sewer, pump station and force main combination to service the proposed movie studio and residential development situated just to the north of your property. Once the external servicing components required for the movie studio development are installed and assumed by the City of Gloucester, it then becomes feasible to connect your site into these services. Permission for this would have to be obtained from the City of Gloucester. It is our understanding that they are prepared to entertain additional connections into the external services installed by the movie production development. The cost of connecting into and upgrading this system shall be borne by your development.

Storm Water Management

The storm water from this development shall discharge into the South Nation River water system. We propose that the commercial component of the development be drained by a network of open ditches with rear yard and side yard swales. For the residential component with a density of 8 units per acre, we recommend a piped storm sewer system. Since the runoff after development will be approximately three times greater than before development, a series of retention ponds will be required to limit post-development discharge off the site to pre-development levels.

.../3

Job: 80-2630
March 15, 1983
Page Three

It is, therefore, concluded that with the servicing proposals indicated in this letter, your holdings can be developed in a sound and acceptable manner.

Yours very truly

JSawarna

John N. Sawarna, P.Eng.
OLIVER, MANGIONE, McCALLA & ASSOCIATES LIMITED

JNS/ss

088-12

MURRAY & MURRAY & PARTNERS
[illegible]
planning consultants

384 bank street
ottawa k2p 1y4 ontario
canada
(613) 237-5215

22 December 1980

Mr. Joseph McDonald
McDonald, Hendin & Hendin
Barristers & Solicitors
130 Albert Street
Suite 902
Ottawa, Ontario
K1P 5G4

Attention: Mr. Michael N. Jones

Re: Tanglewood Ottawa Ltd.

Dear Mr. Jones

Our report upon the subject lands, as represented by the three properties of Messers. Laplante, Melos and Pezoulas, which we researched for the Regional Municipality of Ottawa Carlton Planning Committee Hearing of 18 November 1980, is being prepared and sent under separate cover. It will address the subject for which we were hired, that of rendering a position which our clients could advocate in order to obtain the same priviledge of land development which the Athans Proposal was granted. I was prepared to give our arguments verbally, even though the Committee denied our joint representation the right to present our advocate arguments.

I have since reviewed my analysis with the Gloucester Planning Director. My report upon the research for the November 18 hearing will therefore benefit from a subsequent meeting which was not possible because of the small amount of time left for our research prior to it.

However, in the intervening period the RMOC Council has now approved the Athans Development with contingencies. They have a direct bearing on our subject lands and I am now recommending further action as an insurance position to our clients for the subsequent development.

1. All development will require official plan amendment. Therefore notify the Municipality of Gloucester that they will be requesting the same consideration of the Athans Group.

2. The Athans Sub-division & Studio was approved pending the benefited assessment of a sanitary sewer and lift station. It is to be sized large enough to also serve an intervening portion of land between Athans & Leitrim (which Athans left out).

   I recommend that a letter on behalf of our clients, be sent to the Municipality of Gloucester, outlining the subject property and requesting that it also be included

....2/

(Cont'd)

within the same proposed sewer system by locating the proposed lift station somewhere along a lower elevation of the watershed so that Tanglewood Development can be served by gravity.

3. Athans Sub-division has been approved subject to the construction of the movie studio. In other words the development proposal was approved contingent upon the new industry and of course jobs provided therefrom. Therefore, I recommend that our clients promote an industry as an initiator of this development. Mr. Pezoulas has indicated that he has a ready prospect.

4. Storm water drainage is a severe problem in the subject property. The water flows in low lying areas which bear no relationship to property lines. Therefore I recommend that our clients pool their resources into a vehicle similar to a joint venture developer or real estate investment trust or some other appropriate entity which will allow for individual benefits that can only accrue from a common development based upon a comprehensive plan.

SUMMARY:

Our clients must follow essentially the same procedure as the Athans interests. The exception, however, is that they should provide a common plan that solves for all of the problems which we know that the Region will be looking for when they view a development proposal for this land.

1. Immediately write the letter to the Municipality of Gloucester on behalf of the owners of the subject property, jointly and severally, stating their intention to develop in accordance with the 4 points of analysis, in the first part of this letter.

2. Form a joint venture or something similar.

3. Have the joint venture contract with us to provide a comprehensive land development master plan, for their common and proportionate benefit independent of existing property delineations.

4. Have the joint venture commonly promote and offer a financing package directed to securing any industry or business which will provide employment.

.....3/

I have experience in drafting joint ventures for land developers. If I can be of assistance I would be pleased to offer my drafting services as an aid to the subsequent legal format. Please contact me for any further explanation.

Respectfully submitted,

CHJ Hansen
C. H. J. Hansen
Project Planner
for
Murray & Murray Griffiths & Rankin

CHJH/mhb

(M. Sinna) #089

57S

REGIONAL DEVELOPMENT STRATEGY AN ONGOING SAGA

The RMOC has been trying to decide on the location of a satellite city for the past 19 years with no end in sight. First we had Carlsbad Springs, then overnight in July 1974 without public participation the Carlsbad Springs proposal was scrapped despite protests from Community Associations. The Planning Committee under Chairman Grant Carman of Nepean without public consultation moved the satellite City to south Nepean (south of Fallowfield Road and north of Jock River) and to appear non-partisan Regional Council also approved a satellite development in south Gloucester. Are you aware that Kanata, Barrhaven and Orleans were already designated as satellite communities prior to the RMOC being established as a Regional Municipality to oversee, coordinate and plan the future of 11 municipalites.

Are you aware that it was during the era of the Carleton County Administration that the controversial Queensway was built, and that the Highway 417 and a Highway 416 through the Merivale Corridor were proposed, designated and approved and that the Highway 417 was in progress when the RMOC was established and completed by 1974, yet the Highway 416 is nowhere in sight despite millions of dollars towards numerous engineering studies and land expropriations. Did you know that by December 6, 1974, 15 Million Dollars was spent to acquire expropriated lands, homes and businesses within the Merivale Corridor right upto Scott Street in Ottawa, yet the regional council without sound reasons killed the Highway 416 through Merivale Corridor.

Did you know that the Watts Creek and Green Creek sewer plants were built not by the RMOC but by the previous municipal administration.

Did you know that 47,000 acres of greenbelt land was acquired and paid for by the federal government but that the administration of Carleton County faced the music. Over and above the 47,000 acres of greenbelt 1500 acres was also acquired for the experimental farm.
Apart from the proposed dream palace of a Regional Headquarters and a money gobbling OCTranspo, I ask you what has the RMOC achieved in the 19 years that it has been in existence that could not have been achieved by the previous administration. Instead of having a capital city that would be the envy of the world, we are laughed at as the pothole capital of the world. A capital city without a major freeway to connect Ottawa, the Nation's Capital to Toronto the capital of Ontario. Apart from the experimental farm garden, we neither have a botanical garden nor a zoo. What we have plenty of is a Regional Municipality, the NCC, Conservation Authorities, the OMB's, the Environment Assessment Boards and

11 municipalities for a population of half a million telling us how we must plan and the interests of which municipality is to be best served in the region.

Last but not least the RMOC has not been able to decide the location of the regional dump and we have been talking since 1976. The existing Trail Road site was decided by Nepean and accepted by the RMOC without public participation. For your information Nepean downzoned and expropriated 340 acres of land for a Regional Dump and sold the dump site in 1980 to the RMOC for One Dollar.

Now let us be blunt. How do you make important decisions say on the question of the satellite city. Do you have an engineering report and then do you consider whether the proposal is economical, logical and practical or each municipality gets what it wants. Looking at the track record of the RMOC and how the regional official plan has been handled, it is obvious that some municipalities are doing their own thing in matters of planning, sewers, interim river corridor and other regional jurisdiction services and the RMOC has been unable to control the deliquent municipalities. The question arises do we need a RMOC. Todate we have paid almost Three Billion Dollars to support the RMOC and its bureaucracy. A 10% return on 3 billion dollars is 300 Million Dollars annually. If this 300 million was to be divided between the 10 municipalities each would get 30 million dollars each year.

Here are a few examples of how municipalities are doing:

1. This is Schedule 2 of Nepean Official Plan (1976) as approved by the OMB in 1977. As you will notice Nepean Phase 2 satellite city is totally south of the Jock River in conflict to the Lancaster-Kelly approval of the RMOC designated satellite city limits in south Nepean.
2. Sewer service: No matter where you go the services have to cross the Jock River. To cross services over the Rideau River is easy. There is the natural depth of the river and a large volume of water to protect the pipes, but the Jock River has no water and no depth, and one would have to dig a deep trench to bury the sewer and water pipes and this could be expensive specially if the services have to travel along non-revenue productive lands, specially if the satellite city is located south of the Jock River. Members from Nepean may argue that developers would foot the bill to provide mains services to south of the Jock River, you must however, remember thatthis will add to the cost of the development and individual house price. Do not forget that you also have to cross all the agricultural lands and the impact it would have on farm land.
3. Roads: Regional Official Plan Section 3.1.1 clearly indicates that transportation is the most expensive item in servicing a community. It could be 20 times more expensive

than laying a sewer system. Nepean's proposed satellite city is completely locked by the Jock River to the north and the Rideau River to the east. The RMOC would have to provide not one but several bridges over the Jock River to service a projected population of 65,000. The Hunt Club bridge cost 15 million dollars. Locating a satellite city south of the Jock River would necessaite bridges over the proposed Outer Ring Road. We would need roads to communicate with Barrhaven. To provide all this, high quality farmland will be chopped to hundreds of pieces. Is this a logical way to protect our farmland. The satellite city being sponsored by Nepean sits on best quality farmland in the region and Ontario yet over 2000 acres of Marginal land sits vacant right next to Nepean's satellite city.

I will give you another example of municipalities doing their own thing:
1. Sanitary Sewers: Section 3.2.1 of the Regional Official Plan states that supply and distribution of water, provision of trunk sewer collection system and sewage treatment facilities is the responsibility of the RMOC, yet Nepean extended 6.3 miles of trunk sewer from the Regional West Rideau Collector to Barrhaven Neighbourhood-5 at a cost of over 3 Million Dollars and obtained RMOC blessing and OMB approval for the project.

2. Country Estate Lots: Section 2.4.2.7.3 Regional Official Plan reads:
i. Country Estate lots must not be near a mineral resource area and should be developed primarily on Marginal resource lands. Inspite of 2000 acres of marginal designated lands in Nepean south of the Jock River, Nepean proposed and Region approved country estate lots development on mineral resource land.
ii. Country Estate lots must not be near a farm, yet the Cedarhill Estate development is right across from the farm for sick animals and Barrhaven is also across the road.
iii. Estate lots must have proven quality and quantity of water. The Cedarhill Estate development sits on rich Beckmantown Dolomite. How can one extract good quality and quantity of water from dolomite marble laden soil. Yet three Nepean sponsored engineering reports, RMOC planners, RMOC Engineerings and even the Environment Board gave their approval to the project. The outcome was that piped water had to be provided to the Cedarhill Estate development.
iv. Estate Lots should not be close to freeways nor near industrial uses or extractive industries. The Cedarhill Estate development sits within yards of the proposed Cedarview Freeway Corridor and is surrounded by McFarlane sand and gravel pits. Not only is blasting, dust and vibration to be endured by this above average income community, but also the loss of best quality aggregate close to its market place. Once again the RMOC approved these plans. Why have rules and regulations if the RMOC cannot

enforce them.

Regional Dump: Volumes of engineering reports pour in annually to prove to Council that everything is O.K. at the Trail Road site. We did not need engineers to advice if it was wise to place the regional dump on sand and gravel. All we needed was a 12 year old boy and ask him if it is wise to put a landfill site on sand and gravel. If Nepean tries to brainwash the Council by saying that extracting the sand and gravel leaves a hole in the ground for the garbage, one has to realize that the hole in the ground is surrounded by sand and gravel. Yet the wise men at the RMOC and the men from Toronto approved the site and the proposal.

It is the policy of all levels of government that agriculture lands must be protected, yet the RMOC decided to designate their satellite city on high quality agriculture lands while over 2000 acres adjacent marginal land sits vacant.

Conservation lands: Both the RMOC and the provincial government were quietly buying land in the regional forest at 350 - 75/ acre. The area was rock and swamp that could not be farmed and the owners were only to glad to get rid of it, with some even donating their lands. With the designation of conservation area in the regional forest the owners became wiser, got together and pushed the price to 250 - 300 dollars an acre.

River Corridors: There were endless meetings often till midnight. The RMOC spent Three Million dollars in studies to protect and preserve the Ottawa and Rideau Rivers and Shores yet the RMOC did not manage to acquire an inch of riverfront property, all the RMOC acquired was 3 little islands. The RMOC could have used its powers to have these islands designated Crown Lands just as the 1000 Islands are Crown Lands and leased to their owners.

The Regional and Nepean Official Plans clearly indicate that lands subject to erosion or flooding, steep slopes and ravines, unstable and poorly drained soil no construction buildings, filling, extraction or alteration etc will be permitted. The regional official plan also states that Council does not necessarily intend to purchase nor is the municipality obliged to accept hazard lands as required for subdivision dedication of 5%, yet the RMOC approved a high density residential development on lands identified by Dillion and Dillon (Rideau River Study) and Klugman and Chung as site of annual Sheet Slide area. All levels of government strongly recommend that no development be anywhere near fish spawning areas. The Sherbrooke lands sit not only on Sheet Slide hazard area, but also the one and only fish spawning area on the Rideau River within the greenbelt also the land falls within the 35-40 NEF noise cone. Yet the RMOC approved a high density residential Sherbrooke development in contravention of its own policy rules and the OMB gave its blessing.

The Petri Island falls within the floodplain, yet the RMOC not only paid 2.2 Million but agreed that Grandmaitre family could extract 200,000 tons of sand annually for 15 years. At this rate, at the end of 15 years there may be no Petri Island left. Another condition in purchase of Petri Island was for the RMOC to construct within 15 years a public road to the waters edge from the date of closing of the transaction. Failure to construct the road, the RMOC will be penalized another $50,000. In return for all this the RMOC will get 16.5 cents per ton which amounts to $33,000 annually. All these transactions were approved by Council. If the 2.2 Million was invested at 10%, the intrest return would be $220,000 annually. Where were all the fanancial geniuses at the region when this transaction was signed. The Petri Island deal was a real rip off.

As to the question of the proposed satellite city, it must be realized that the Region cannot just grow east and west like a sausage. Since we cannot expand north, growth must take place in the south. The crux of the question is where in the south. Is it to be south of Fallowfield and north of the Jock River the area approved by the OMB that can easily be serviced at a reasonable cost with most of the transport corridors already in place, or is the Planning Committee to be made a pawn of Nepean and opt for Nepean's satellite city south of the Jock River on 1156 acres of land mostly owned by Mr.Lloyd Francis of Jockvale Realty. There is no doubt that eventual development will move south, and south of the Jock River, but priority must be given to development of the satellite city south of Fallowfield and north of the Jock River.

For the record 13 of the 19 years of RMOC, the Planning Committee has been Chaired by Nepean. Dr.Carman of Nepean chaired the Committee for six years since inception of the RMOC. In an interview in the CITIZEN December 11, 1978 Carman is reported to have worked extensively on Nepean and Regional Planning Committees and says "formulation of the Regional Plan has to be the most satisying thing I have ever done. A Nepean Deputy Reeve who sheperded the development of the Ottawa-Carleton Official Plan during his six years on Regional Council". Dr.Carman was the genius behind the switch of the satellite city from Carlsbad Springs to South Urban Community in Nepean and with the support from Gloucester Mayer MCGuire and developers, influenced the provincial government (who had invested 16 Million dollars) to support the change. Draft Official Plan, Revised Draft Official Plan, Final revised Draft Official Plan all supported Carlsbad Springs to be the next satellite city. Within 3 weeks of the Final Draft Official Plan being published on June 27, 1974 a few backroom politicians without any public participation or engineering studies switched the satellite city from Carlsbad Springs to Nepean. By Motion 27 of July 12, 1974 the switch was approved on the basis that Carlsbad Springs was unsuitable because of Clay Soil. This is strange, since all regional studies including soil condition had rated Carlsbad Springs as Grade "A" choice over all other candidate sites. At this time it is worth asking how did the politicians know that the new SUC site did not have clay soil. For your information the soil strata map from Energy, Mines and Resources clearly indicates that the SUC has more clay than Carlsbad Springs (Ex. 1), infact most of Ottawa and Nepean sits on clay soil. On July 22, 1974 within 10 days of switching Carlsbad Springs to Nepean, Dr.Carman moved Motion 429 at Nepean Council freezing 7500 acres of land in the name of a satellite city in Nepean (Ex. 2). The same night Mr.Franklin had moved Motion 428 freezing 5400 acres of land in the name of a regional dump, a facility that was at that time not on the Regional agenda. In one night 12,900 acres of land were frozen an area equal to almost half of the 26,000 acre City of Ottawa. All this was enforced in Nepean without public participation such was the fate of democracy under Reeve Haydon.

Long before the Regional Official plan was approved and adopted by Regional Council in October 1974, the Township of Nepean in early 1974 started a series of expropriations. First 32 acres of R1A lands north of the Jock River were expropriated for an eastern node park for the satellite city. Next 93 acres of R1A lands on the Rideau River. Little acreages (one and two acre parcels) together with houses (not cottages) were expropriated with Appraisers instructed not to put a price on the house and only to evaluate the land. These 93 acres were within the regional jurisdiction of Interim River Corridor, yet Nepean tax dollars were used to pay for the lands. These 93 acres were expropriated not for a road, nor services but to provide Open Space for Nepean's satellite city south of the Jock River. No where in the Regional Official Plan were local municipalities mandated to expropriate Interim River Corridor lands. The Regional Official Plan required municipalities to provide windows to the Rideau River by "Opening municipal owned unopened road allowances". For information of members of Planning Committee and Council these 93 acres at one time belonged to Jockvale Realty (Mr.Lloyd Francis) who sold these lands to unsuspecting buyers.

In 1975 Nepean began to expropriate hundreds of acres of active farms and farmland to provide for TWO Golf Courses, THREE Parks and Open Space for the satellite city. All this was done by Nepean 13 years ago with the concurence of the Regional Planners and Council and we are still talking about the satellite city as if the ground work has still to be laid. Due credit must be given to Municipality of Gloucester who to this day has not attempted to pre-empt regional planning policies by neither downzoning nor expropriating an inch of land for Open Space or River Corridor within the area designated for its satellite city.

In closing I urge the regional Officials not to waste tax dollars on futile engineering studies and consultants. Annually updated geological and topographic information can easily be obtained from federal Ministry of Energy, Mines and Resources. In fact Jacques Grabor acknowledged that his master plan was mainly based on the most reliable, accurate and up-to-date geological survey information provided by the Energy, Mines and Resources staff.

Therefore we have no other option but to band together and in a concerted effort try to derail this Regional Municipality that has proven to be a weakling and has become a heavy burden on the taxpayers shoulders with their palaces, wining and dining at taxpayers expense at a cost of $30,000 - $38,000 annually and car parking facilities at a cost of annual expenseon top of tax-free allowances and renumerations on becomong Chairman of various committees.

September 18, 1987

M. SINHA

089-8

12

To Prohibit the Issuance of Building Permits Without Council Approval Within the Proposed Expansion Area of the Sanitary Landfill Site

Motion No. 428 July 22 - 1974

Moved by B. Franklin
Seconded by Robert C. Mitchell

Whereas it is the intent of Council to expand the sanitary landfill operation.

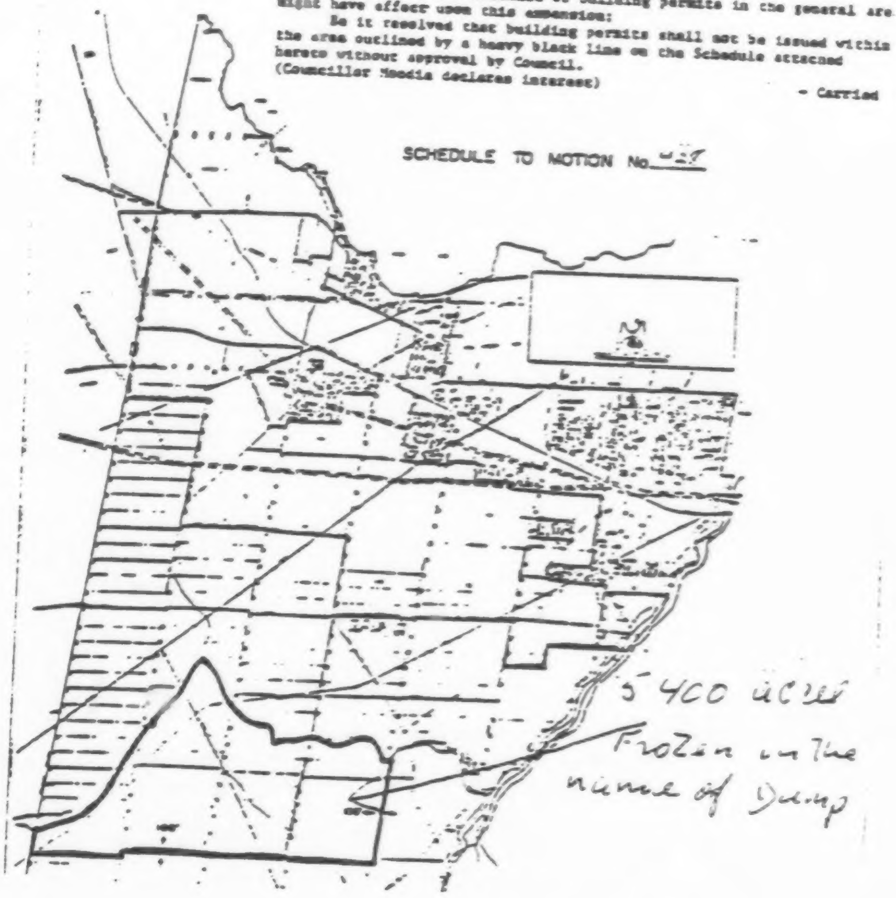
And Whereas the issuance of building permits in the general are might have effect upon this expansion:

Be it resolved that building permits shall not be issued within the area outlined by a heavy black line on the Schedule attached hereto without approval by Council.

(Councillor Moodie declares interest)

- Carried

SCHEDULE TO MOTION No. 428



5400 acres Frozen in the name of Dump

July 22/74

To Prohibit the Issuance of Building Permits Without Council Approval (Proposed Satellite Community In Southern Sector of Township) 13

Motion No. 429

Moved by Grant M. Carman
Seconded by Robert C. Mitchell

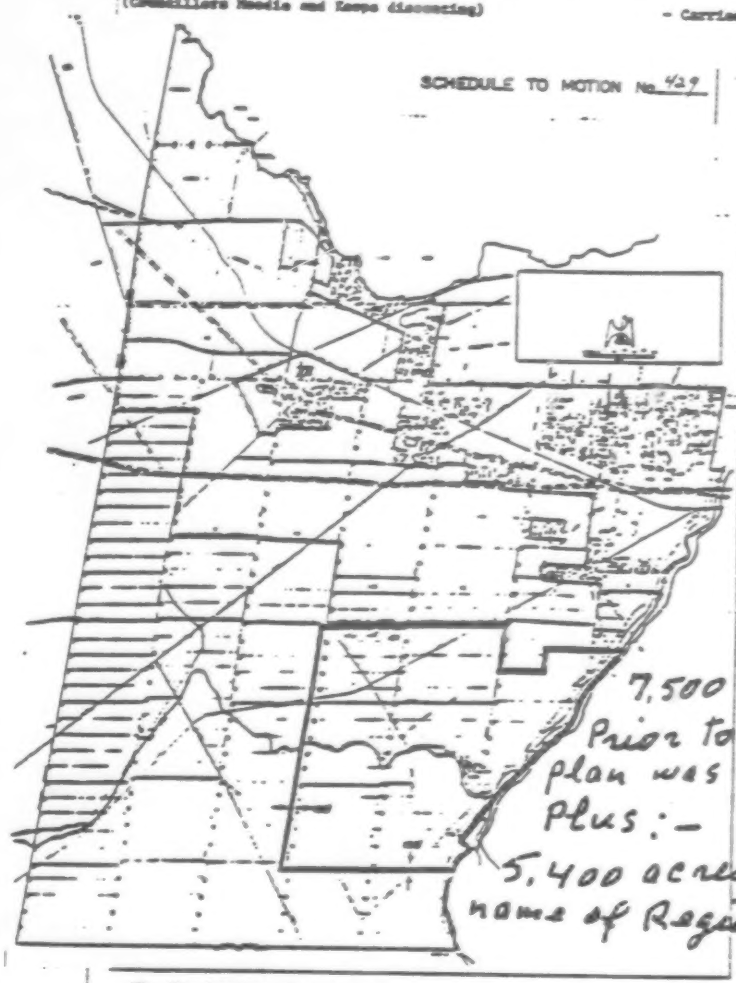
Whereas a satellite urban community has been proposed in the southern sector of the Township,

And Whereas the issuance of building permits in the area might compromise the overall design and development of this urban community;

Be it resolved that building permits shall not be issued within the area outlined by a heavy black line on the Schedule attached hereto without approval by Council.

(Councillors Moodie and Kemps dissenting) - Carried

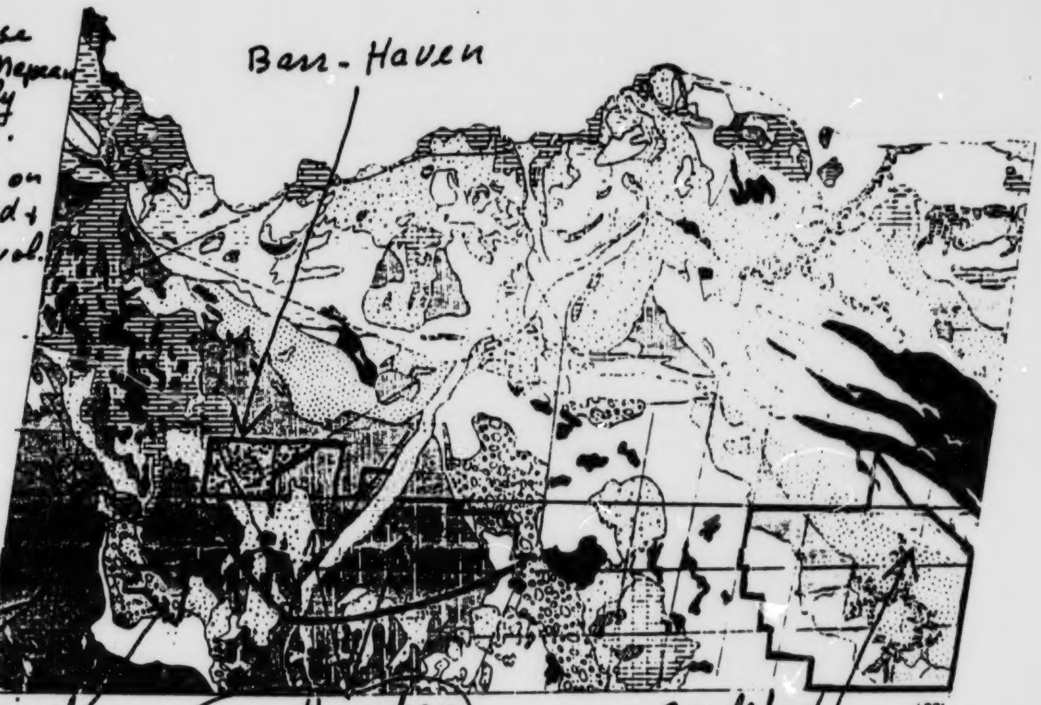
SCHEDULE TO MOTION No. 429



7,500 acres for S. City?
Prior to Regional official plan was adopted??
Plus:-
5,400 acres of land in the name of Regional Dump July 7.

Mr. Wm. Leathem, Planning Director, was asked to advise the Committee of Adjustment of this matter.

7,500 + 5400 = 26,900
Frozen in one night?? for satelite city?
ottawas acreage 26.000. Half of ottawa.
The idea was, they did not want any speculator anywhere close to L. Francis.



Please note- Nepean mostly clay. Dump on Sand + Gravel.

Barr-Haven

Regional Dump on Sand + Gravel? Surrounded by organic soil? Peat

South urban comunity

Carlsbad Springs

who is mostly clay. carlsbad. on SUC.

See Legend below

Figure 5

LEGEND

SURFICIAL MATERIALS OF NEPEAN AND GLOUCESTER TOWNSHIPS

1. ■ - ORGANIC DEPOSITS: PEAT
2. ▭ - MODERN RIVER DEPOSITS, UNDIFFERENTIATED
3. - ABANDONED RIVER CHANNEL DEPOSITS
   - 3A ▭ – ERODED MARINE CLAYS
   - 3B ▭ – FLUVIAL SANDS
4. ▨ - ESTUARINE DEPOSITS, SAND
5. - SEA BOTTOM DEPOSITS
   - 5A ▭ – MARINE SANDS
   - 5B ■ – MARINE CLAY
6. ■ - MARINE BEACH DEPOSITS: SAND AND GRAVEL
7. - FLUVIOGLACIAL DEPOSITS: SAND, GRAVEL, COBBLES
   - 7A ▨ – UNMODIFIED
   - 7B ▨ – MODIFIED: MARINE REWORKED
8. ▨ - GLACIAL DEPOSITS: TILL
9. - BEDROCK
   - 9A ▨ – PALEOZOIC SEDIMENTARY
   - 9B ▨ – PRECAMBRIAN INTRUSIVE AND METAMORPHIC

ER ▨ - ERODED CHANNELS

LD ■ - LANDSLIDES

Generalized from a compilation map of J.E. Harrison and J.R. Belanger, 1976 "Regional Geoscience Information: Ottawa-Hull", Geological Survey of Canada, paper in press

(R.Sinha' #090

The Chairman, Regional Planning Committee is a teacher and I hope as members of this Committee, you have done your homework refreshed yourselves on the Regional Official Plan approved by Regional Council in October 1974, also acquainted yourselves with the background material that led to the choice of Carlsbad Springs and latter the South Urban Community in Nepean and Gloucester. You no doubt realized that the Regional Official Plan was subject to amendments even before the ink was dry and presented to the Ontario Municipal Board for approval.

It took six years to write the Official Plan, yet only one meeting to de-designate Carlsbad Springs in favor of south Nepean and Gloucester as sites for the future satellite communities of the region. Did you ever wonder or question the politics behind this major change especially when both the NCC and the Government of Ontario on recommendation by RMOC acquired land in Carlsbad Springs or why did the RMOC spend 13 Million Dollars to acquire land for a HWY 416 within the Merivale Corridor to only have the whole plan swept of the regional transport routes.

The Regional Official Plan has been in a perpetual state of amendments and development strategy affecting basic concepts of planning since 1974 although the first official development was initiated about six years ago with the option to rewrite the official plan in 1984. Following late night meetings, this plan was scuttled and development strategy was put on hold on the back burner and re-initiated in late 1985 to be once again put on hold until May 1987 resulting in the present series of meetings. Over the past couple of days you have heard from developers with vested interests in north of the Jock River and also from those with interests in wanting to develop a satellite city in south Nepean, south of the Jock River. You also heard from groups and individuals opposed to or in support of the satellite city in Nepean.

Development strategy meetings are not a new concept but an on going saga akin to Peyton Place and if no action is taken now and by this Council, five years down the road, we may still be talking about a future satellite city in the region.

One cannot quarrel about the expansion of Barrhaven westward. In the earlier versions of Draft Official Plans Barrhaven was expected to develop westward linking up with Kanata through Bridlewood but political interests of Nepean scuttled the plans, when Nepean opted for a satellite city in south Nepean. My concerns relate to the location of the satellite city in south Nepean and question the need for one at this stage. Based on a 1974 study by Nepean officials on land utilization and population growth, Nepean identified sufficient land to accomodate 138,240 persons (exclusive of Bridlewood) up from 74,492 population in 1974. The present

090-2

population of Nepean is roughly 35,000 and excluding the 37,500 minimum population projection for the satellite community, there is sufficient land availability to accomodate an additional 53,740 persons exclusive of the SUC. The maximum population for the SUC in Nepean was targeted at 65,000, in other words sometime in the distant future based on single family dwelling, housing space would be required for an additional 11,230 persons. In addition, if Nepean changed its policies on land utilization and instead of 100ft lot frontage allowed for smaller size lots additional housing units could be placed in Cityview, Carleton Heights, Pineglen, Merivale Gardens etc. Services could and should be brought to these areas within the greenbelt, either by the region or Nepean under local improvement schemes, rather than using tax money to service new areas.

September 13, 1987 R. SINHA.

Furthermore, I suggest that the Planning Committee look to standardizing local municipal land use definitions, density criteria, lot size etc. as part of the overall planning process, rather than each municipality doing their own thing and we have multiple [illegible] for land use in the region.

#091

590

A SUBMISSION ON OTTAWA-CARLETON'S REGIONAL PLAN REVIEW

with supplement:

THE REAL ISSUE IN THE NATION'S CAPITAL — THE PUBLIC'S LONGSTANDING DEMAND FOR DISSOLUTION OF, NOT MERE REVIEW OF SUPERFLUOUS 4th LEVEL REGIONAL GOVERNMENT

September 18 1987

from:

Grace Blackburn, Liaison/Coordinator
ACTION ALTA VISTA PARKWAY
also
Chairman, TRANSPORTATION COMMITTEE
TAXPAYERS' ASSOCIATION OF OTTAWA-CARLETON

Telephone 733-7633

091-2

This is a report on behalf of ACTION ALTA VISTA PARKWAY: 22 Community Associations and other groups who urge immediate opening of Alta Vista East Hospitals Parkway as the only means of unscrambling the multipollutant, time-and-fuel wasteful traffic gluts throughout the Regional Municipality of Ottawa-Carleton; also to save the taxpayers the horrendous cost of a second, entirely superfluous, transportation corridor in the same Southeast Sector. I am also Chairman of Transportation Committee of the Taxpayers' Association of Ottawa-Carleton.

It is no accident that when an unprecedented eleven members of Regional Council withdrew from candidacy in the last municipal election nine were members of Ottawa City Council that had received but two of the public's more than 100 briefs to Stage 1 of Regional Plan Review. These were the executive summary of the superbly researched Subissati brief, and my own on behalf of ACTION ALTA VISTA PARKWAY, with my covering letter.

To establish the validity of any report to be made by your committee to Regional Councillors, the public will naturally expect each member to read their whole set of these 1984 briefs as well as the 131 briefs of Stage 2 available to you through Chris Bradshaw of Regional staff, and to the media also, on loan. This will reveal to you that the Region's miniscule printed snippets can no more convey the content and intent of this legally required public participation than can the handful of time-restricted snippets given at this week's hearing.

These magnificently researched and documented briefs have utterly rejected this first of Ontario's eleven such superfluous 4th level regional governments as **GOVERNMENT OUT OF CONTROL**: an incredibly self-empowered setup of Planning/Transportation/Works/OC Transpo/Regional Chairman, not one of whom is elected by nor accountable to the taxpaying electorate, and under which democracy is neither existent nor possible: a virtual license to steal from the taxpayers of Region and Province in an ongoing series of enormously costly and inflationary open-ended, ceilingless budget projects and superfluous "studies".

You will undoubtedly share the public's deep concern that this so-called government, lacking as it does the public and media scrutiny and a loyal opposition like that of federal and provincial legislatures, must be terminated and autonomy restored to the municipalities whose interests will be much better served when their busy councillors are freed of regional meetings.

To assist you in the validating of your report to Council through examination of the actual public participation to both Stages of Regional Plan Review, I attach a merest summary of how NCDC has failed to implement the top priority items of Greber and Regional Plans urgently endorsed in all four major public participations, thus invalidating their own mandate. (THE REAL ISSUE IN THE NATION'S CAPITAL -- DISSOLUTION OF REGIONAL GOVERNMENT, NOT ITS MERE LONG OVERDUE REVIEW)

Let us, then, move on to what can and must be done to solve the Region's notorious, bumper-to-bumper caterpillar traffic gluts so damaging to the health, property and environment of the nation's Capital: its residents, visitors and tourists, under NCDC traffic mismanagement....

....2

** Picture, if you will, the City of Ottawa: the nation's Capital, as the hub of a wheel through which all traffic must pass to and from its surrounding other 10 municipalities of Ottawa-Carleton, as well as all the traffic into these 11 municipalities from the very many of the Outouais on Quebec side of Ottawa River.

** West of the Rideau River there are 10 north-south corridors distributing traffic. East of the Rideau, until the Alta Vista East (Hospitals) Parkway is opened (Scheme "C" of Official Regional Plan since 1974) there is but one north-south corridor to serve all components of this Ottawa hub: Uptown; Lowertown; Sandy Hill; Centretown; Glebe; Ottawa East; Ottawa South and the huge Southeast Sector, as well as City of Gloucester and Highway 31 traffic, inbound and outbound...Bank St: 80 intersections; 36 traffic lights !

** Crossing the whole Region and this crucial traffic hub is the multipollutant, already hazardously overloaded Queensway to windward of most of the Region's housing and projected housing, instead of on the Outer or Inner Ring Road in the south, to leeward...because no level of government has yet produced the Environmental/Topographical/Meteorological/Traffic study of the nation's Capital for which the United Nations gold medal was awarded to this writer in International Environment Year 1984, along with Pollution Probe citation.

** Crossing the whole Southeast Sector right over to Hog's Back is the pollution-trapping Alta Vista sharp land rise with the vulnerable Rideau River, the Region's lowest-lying section at its base, Riverside Drive, already with hazardous traffic overload, as are Smyth-Main, Bank and Alta Vista Drive (residential, 25000 cars and buses a day) until the Parkway's opening. To this overload RMOC proposes to add a two-way, 6-per-minute major bus route, an unscheduled SIXTH LEG of the Regional Plan's prescribed Five-Leg bus transitway which would skirt the very fringe of the huge sector it cannot possibly serve. This, while by far the two largest employment/visitation centres in the entire RMOC are as desperately in need of direct access by car and bus by the long-delayed Parkway as is OC Transpo for this immense potential patronage to boost their sagging ridership and lower their highest-in-Canada fares. (See supplement for perceived gross potential conflict-of-interest)

** Insanely added to multipollution of Queensway and other traffic, also to windward of Region and its Ottawa traffic hub, is a bumper-to-bumper diesel busway which also belongs to leeward in the south joining the projected Parkway for rapid access (parallel to wind) into core Ottawa instead of pounding at such terrible cost so many residential streets. In addition to assailing the eyes, ears and noses of visitors, tourists and residents alike and unduly pocking costly buildings including Parliament Buildings, the diesels' profuse emissions of sulphur dioxide/trioxide, in combination with Ottawa's ultra-moist atmosphere becomes the acid rain/fog which has made Ottawa the nation's acid-rain-capital, with a reading of ten times the acceptable safe norm....acid rain/fog so damaging to all living things, especially eyes and lungs, as well as to Ottawa's notoriously vulnerable automobiles and to all manner of building materials: stone; metal, mortar, etc.

** Before meeting the pollution-trapping Alta Vista land rise head on, the prevailing west wind passes over several bodies of water gathering the moisture for acid rain production: many miles of the broad Ottawa River; Gatineau River; Rideau Falls; Dow's Lake; Rideau Canal and Rideau River.

....3

** Thus is explained the terrible other consequence of RMOC's mindless traffic "planning"...this Region's unduly high death rate (10 a day) from lung cancer and other lung ailments requiring unduly long hospital bed occupancy when our hospitals are already threatened with cutbacks, and when some of them must accept the overflow of mentally ill persons who.. cannot be accommodated where they should be...some of them having to be released untreated on the street, a hazard to themselves and others.

** To Ottawa's and the Region's health hazardous, time-and-fuel wasteful traffic gluts to windward, RMOC and the Ontario Ministry of Transportation propose to add the lunacy of adding the traffic of a major highway, 416, into the already hazardously overloaded Queensway, providing an 11th north-south corridor west of Rideau River as against the mere one: hopelessly intersected Bank St. east of the River. This will not only increase the west-east traffic overload elsewhere, but provide RMOC and this Ministry with their excuse for further delay of the despwerately needed Alta Vista East (Hospitals) Parkway. It will also violate the top priority of Greber Plan, Regional Plan and the massive four public inputs clamouring for it: thus further violating and invalidating RMOC's own mandate to govern.

*** Also violating Greber and Regional Plans and the public's recommendation in all four major public participations is the RMOC plan to greatly worsen west-east traffic gluts with a South City next to Barrhaven and Nepean rather than south of core Ottawa in conjunction with the Parkway's Conroy Road extension.

* * * * *

This is but a merest summary of just one of the briefs to Stages 1 and 2 of Regional Plan Review. Let the others confirm for you the urgency of Ottawa's immediate opting out of this grossly mismanaged first of Ontario's regional governments; other burdened municipalities likewise, from this non-elect power structure under which democracy is neither existent nor possible.

Sincerely,
Grace Blackburn

— See Suplement —

THE REAL, BURNING ISSUE IN THE NATION'S CAPITAL — THE PUBLIC'S LONGSTANDING DEMAND FOR IMMEDIATE DISSOLUTION — NOT MERE REVIEW OF REGIONAL GOVERNMENT

✓ The post-election-call appointment of a "Review" of the Capital's Regional Municipality of Ottawa-Carleton is an insult to democracy and to the citizen taxpayers who urgently requested of Premier Peterson and six of his Cabinet **dissolution** of this superflous 4th level administration, more than a year ago, with voluminous proof of the achievement of its own **legal** dissolution through constant violations of its mandate to govern.

✓ The Regional Official Plan, by its own definition, "has legal force". (PRINCIPLES AND AIMS , p.2). It does not merely recommend, but requires full and ongoing public participation "in all stages of planning and implementation" (GOALS FOR THE REGION, IMPLEMENTATION, sect.5 and elsewhere under "public participation" and "transportation planning".)

✓ Four major massive public inputs of invited briefs have long since done so complete and entirely verifiable a REVIEW that no hearing, whether before a political hack or highest judge in the highest law court, could produce its match.

✓ The first of these inputs, toward formation of the Regional Official Plan for Ottawa-Carleton (RMOC), involved four to five years and "many thousands of hours" of research by a large (then) Federation of Citizens' Associations. Recognizing this government's threat to democracy, lacking as it does either the scrutiny or the "loyal opposition" of the federal and provincial legislatures for protection of the public's health, property, environment and tax dollar, their 25-page summary of their huge input concluded with a prophetic warning, framed in black: that should this government fail in its obligation on legally required public participation, it will have lost both its credibility and its mandate to govern.

✓ The other three major public inputs record the ongoing fulfilment of this prophecy and the incredible extent to which RMOC is a wipeout of the democratic process, aided and abetted by predecisions of Ontario Cabinet, whichever the party in power, and their Ontario Municipal Board cohorts. These inputs were: that on the Regional Plan's prescribed Five Leg Transit in 1978, publicly acknowledged by Regional Council to be "probably never equalled anywhere in Canada in quality and quantity", and those to Stage 1 (101+) and Stage 2 (131) of Regional Plan Review.

✓ Despite their magnificently researched and documented briefs, the public in each Sector (or "Leg") were horrified to find, even before their briefs were called in, that the Region's "Study" Team had in mind a predecisional preference for by far the costliest route choice, greatly inferior to existing or alternate routes. Only in the Southeast Sector did the explanation surface early.

✓ There, at earliest public meetings in 1977, a scant three years from formation of Regional Plan, citizens were horrified to be told by their alderman that he had just returned from Toronto assured of a predecision for the CN "buses-only" corridor by Cabinet members. As both this and the alternative Alta Vista East (Hospitals) Parkway (cars and buses) favoured by 22 community associations and other groups (ACTION ALTA VISTA PARKWAY)

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were in the riding of their M.P.P. Hon Claude Bennett, they realized that they were without representation in Cabinet, regional and municipal jurisdictions. Though in vain, they produced very extensive and entirely verifiable proof that the busway would be a disaster in every given category of comparison: Environment; Costs and Ridership, the only justification for a transitway! Because the CN busway would be on treacherous, very deep leda clay hazard land, forbidden to such usage in both Regional Plan Soil Study and Ottawa Carleton Soil Study of 1924 whose map is still consulted by every reputable planner and builder, Southeast's citizens added a fourth vital comparison criterion: **SAFETY FACTORS**: of installation; operation, maintenance and public safety.

✓ This writer produced what had never been produced by any of the Capital's four levels of government, including the federal's N.C.C.: the Environmental, Topographical, Meteorological, Traffic assessment of the Capital Region. It showed that introduction of the proposed 6 per minute two-way diesel busway, traversing a 3½ mile rapid landrise of long completed housing developments and highrises, would break every one of the rules laid down for traffic planning engineers in the superb publication, TRANSPORTATION AIR POLLUTION, issued in 1971 by the Ontario Department of Highways, and would be an environmental disaster.

✓ During International Environment Year 1984, this same study was awarded the United Nations Medal and Pollution Probe Citation, one of five for all of Canada. During the presentation by the UN Environment official and Canada's Environment Minister Caccia, a Probe official remarked that had such study been done by any level of government in the Capital, the multipollutant, overloaded Queensway would never have been introduced to windward of most of the Region's housing and projected housing: that it would have been located, instead, to leeward on the Inner or Outer Ring Roads in the Southeast to meet the vital rapid-access Alta Vista East (Hospitals) Parkway throughout all of core Ottawa.

After World War II ✓ When General Worthington set up Emergency Measures Orgainization for Canada and for its Capital, he declared it a disgrace to the nation that its vital Capital had but one north-south exit corridor to serve all its core components: Uptown; Lowertown; Sandy Hill; Centretown; Glebe; Ottawa East; Ottawa South; the immense Southeast Sector, City of Gloucester and Highway 31 traffic, inbound and outbound. More than 40 years later, while there are ten north-south corridors distributing traffic west of Rideau River, there is still but this one pitiful corridor east of the river: hopelessly intersected Bank Street, with its eighty (yes, 80!) intersections, 36 of them with traffic lights in its 3½ mile course !

✓ All four of the major public inputs concurred with the wisdom of the Greber Plan and Regional Plan in designating as top priority for RMOC
(1) prompt implementation of the Alta Vista Parkway as the only means of solving the multipollutant traffic gluts of Ottawa and its connectors with the many surrounding municipalities both sides of Ottawa River;
(2) the decentralization of all possible government and other large traffic-attracting buildings out of Centretown Ottawa, southward, and readily accessible by this vital Parkway and its Conroy Road link.

NOT SOUTHWEST WHICH WOULD WORSEN WEST-EAST TRAFFIC GLUTS

✓ The Regional Official Plan expresses professed commitment to a Capital Region of which all Canadians (including Ottawa residents!) can be justly proud. Why, then has the fourfold public demand for these priorities been

....3

so consistently ignored by Ontario's successive Cabinets; by their OMB and by this first of Ontario Cabinet's eleven such arms, or "strongarms" across Ontario? Why their threefold endorsation of RMOC's constant violations of its own mandate to govern? This wholesale elimination of democracy?

The answer came in the sole "escaped" copy of a secret Task 2902A Report of Transit Study Team never circulated to the media, the public or their elected regional councillors. While Council was in final debates on the Southeast Leg choice,on the fraudulent contention that the two alternatives were about equal in cost, this secret Report, already in print in April 1973, was already admitting to a 40% higher cost per mile on the OC busway than for the Parkway. Thus its cancellation at this point would be to the taxpayers of RMOC and of Ontario (who pay 75%...RMOC taxpayers among them) like getting the absolutely inevitable Parkway free of charge, with a bonus 40% tax rebate thrown in.

The secret report also disclosed that the fee to the outside consultants was to be neither the per deum nor contractual one recommended by Engineering Institute, but the incredibly conflict-of-interest one of 1% of CONSTRUCTION COSTS OF BOTH ROUTES: their secret admission of the inevitability of the Parkway. If the same self-dealt fee applies to all other legs of transit, one begins to see the uncapped potential for partisan political bagmanship for whichever political parties are party to it...for example, the taxpayers paying trebly in the Sandy Hill Sector: (1) for the $2 million start on the environmentally unacceptable route; (2) its costly and awkward removal, and (3) installation of the less environmentally damaging route.

Then there is the oopsy-daisy coal tar spill in the adjoining Lees Avenue Sector: the massive contamination of soil, air and the Rideau River close to its juncture with Ottawa River (water source for so many communities)...a spill estimated at possibly $12 million cost for removal.

The Capital's four levels of government have allowed the reverse of decentralization of buildings and their related traffic, in gross violation of Greber and Regional Plans which would have protected the visibility of Canada's internationally unique symbol: our Parliament Buildings, now obscured by a jungle of sky-eliminating office towers, except for a space in which photography of these historic buildings is almost impossible.

Failure of all four governments to implement the disastrously overdue Parkway to unscramble the consequent huge increase in traffic gluts, plus addition (again, to windward) of bumper-to-bumper diesel buses so offensive to eyes, ears and noses of residents, visitors and tourists alike: their profuse belching of sulphur dioxide/trioxide fumes so productive of sulphuric acid in Ottawa's ultra-moist atmosphere further underscores the public's vociferous outcries in their Stage 1 and Stage 2 inputs to Regional Plan Review: that they can no longer afford nor tolerate the gross mismanagement by RMOC of the nation's Capital and of its OC Transpo.

Until the Parkway is opened to eliminate this hideous bus convoy where it should never have been placed, the sulphuric acid pocking of adjacent buildings and the flaking-off of Parliament Buildings' stones will increase, especially if we do not stop by moratorium its further worsening by a publicly rejected multi-building regional headquarters and huge parking garage three times the size of present RMOC accommodation.

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And because of the pollution-trapping, long Alta Vista sharp landrise, Ottawa will remain the "acid-rain-Capital of Canada" with a reading of "ten times the acceptable safe norm". This explains the report of a General Hospital administrator that this Region experiences an unduly high death rate (10 a day) from lung cancer and other lung diseases which occupy our scarce hospital beds for unduly long periods at a time of threatened hospital cutbacks. And until the Parkway is implemented, the multipollutant traffic gluts and traffic overloads on Riverside Drive; Bank Street and Ottawa's residential streets (residential Alta Vista Drive has a traffic count of 25,000 a day) will continue to worsen. Why ?

By far the two largest employment/visitation centres in the entire 11-municipality Region are in as dire need of direct access by both car and bus as OC Transpo is for their incomparable potential ridership to reduce their terrible cost overruns and highest-in-Canada prohibitive fares. These are the huge 4-hospital Health Sciences Centre sited right on the Parkway route at Smyth Road, and by far the Region's largest non-pollutant industrial pocket, which includes Ottawa's own Industrial Park. The huge Hospital complex serves all of Eastern Ontario and Western Quebec 24 hours a day, seven days a week, two of its three shifts of staff travelling one way by night. These two alone would justify OC Transpo's crosstown removal into the southeast, to leeward of the Region's housing.

Why, then, are RMOC residents suffering this gross mismanagment of its traffic throughout core Ottawa: the very hub of traffic for all surrounding municipalities ? Why is the Parkway not being implemented ? Because its opening will immediately remove even the slightest justification of the Five Leg Transit's unprescribed, publicly rejected C.N. busway which, skirting the very fringe of the huge Southeast Sector it cannot possibly serve, and coming nowhere near the hospitals complex or industrial pocket, would be a SIXTH Leg goldmine in partisan political bagmanship whose cost will dwarf that of all other sectors of transitway. Why ?

Where an engineering study on feasibility of reconstructing the hazardously upheaved Airport Parkway advised against it because the leda clay would simply leach into it; and where it was declared that particularly costly and hazardous would be the adjustments to the ONE overpass and ONE underpass, the C.N. route would involve 20 overpasses and underpasses on the leda clay which has claimed the lives of numerous men buried alive, one with his earthmoving equipment. The Region's deepest leda clay is along the Sawmill Creek of the C.N. route...at least 40 feet just to the waterline. This route would require the ruination of this unique, historic creek; destruction of its great many soil-retentive trees and shrubs; its prized nature trails and wildlife habitats including those of rare Snowy Owl photographed by a nearby resident.

(elsewhere)

This route's requirement for the raising and resetting of at least 2300 ft of live passenger rail line would be strictly at taxpayers' expense. It requires approval of the Railway Act administrators: never yet sought. The City of Ottawa has just had to bolster with rocks and wire netting the badly eroded sides of Sawmill Creek where it rampages around a sharp bend in springtime and in cloudbursts, behind Billings Bridge Plaza. With all this long list of UNESTIMATED very high-cost factors, why have two successive Ontario Ministers of Municipal Affairs, both from Capital Region, been pushing so relentlessly for this publicly condemned C.N. busway ? Why their decision to inflict the horrendous costs of two routes instead of one ?

As in the other transit Legs, it is again a matter of the largest possible partisan political bagmanship, seemingly confirmed by: (1) the * Ontario Auditor General's identification of OC Transpo (without CN Leg) as by far the worst piracy of the public purse to be found anywhere in Ontario; (2) GLOBE & MAIL quiz identification of the "funding funnel" in the exceedingly costly leadership campaign of Frank Miller as Claude Bennett, who nominated him; (3) the entrenchment of the top executive of the outside consultants hired under the Conservatives' regime (both DeLeu Cather and Dillon, who "designed" the transitway) as RMOC's Director of OC Transpo Planning and Development. Mr. McCorquodale was spokesman for these "outside consultants" who dominated the Transit "Study" Team 4-3 and whose fee was to be 1% of CONSTRUCTION COSTS (two routes in Southeast Sector). To the taxpaying citizens, this is the purely the grossest possible perceived partisan political bagmanship to be found anywhere in Ontario ever to justify a revival of the Aird Reporting !

As for the latter Ontario Municipal Affairs Minister, Hon. Bernard Grandmaitre (also Minister of French Affairs), he quite properly declared conflict of interest when, as a regional councillor, he withdrew from the actual vote during RMOC's very unpopular purchase from the Grandmaitre family of their Petrie Island in the Ottawa River for $2.2 million, the Grandmaitres to retain their cottages and their very lucrative sand extraction enterprise, by far the largest in all RMOC according to a rival firm.

The potential sand requirements for concrete alone in a multi-building proposed new regional headquarters nearly three times the size of present quarters, with huge garage and so much connecting roadway: this in the same quadrant of RMOC's 11 municipalities as the Grandmaitre enterprise, would be alone a perceived gross potential partisan political conflict-of-interest. It was an even more grave matter when, without the legally required public participation not called on this monster project, Mr. Grandmaitre gave his approval to the required Amendment #60 to Regional Plan several months before the people forced an OMB "hearing" which ignored the overwhelming rejection of RMOC and its OC TRANSPO by most of the nearly 50 speakers.

Still more grave was the also-predecisional act of Ontario Municipal Board's approval of some millions of dollars in debentures two years before the "hearing" forced by the public: a hearing which can in no way be regarded as a substitute for proper research time and the legally required public participation of written briefs. This, then, was a double predecisional endorsation by Cabinet and their OMB of RMOC's ongoing violation of its own mandate to govern: thus its own legal dissolution.

The immense requirements for sand involved in two transportation corridors instead of one in the same Southeast Sector, one with 20 overpasses and underpasses (20-year lifespan in Ottawa's acid rain/fog) is undeniable. That both routes are close by the Grandmaitre quadrant of the Region is also obvious. The perceived potential conflict-of-interest has no equal anywhere in the Region, nor, likely, in Ontario. We have warm recollection of the integrity Mr. Grandmaitre displayed as Vanier's regional councillor when he voted every time in the public interest FOR Parkway, AGAINST CN busway. We believe him quite capable of reverting to the right and just decision he made originally, so very much in the public interest rather than self-interest.

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593

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✓ Several Mayors on Regional Council have expressed a threat or hope of opting out of regional government. Vanier's Mayor Lalonde rightfully calls RMOC "a financial sinkhole". Long since, she called in vain for a study of the relationship of municipalities to RMOC.

✓ Grave concerns about Ontario's other regional governments were reported in a Globe and Mail story of July 18, 1981 when 72 of Ontario's municipalities met, some to opt out of their regional government; some regional governments seeking to self-dissolve. With great haste, Premier Davis added a new Ministry of Municipal Affairs to the Housing portfolio of Claude Bennett, who arrived at that meeting to declare that he would allow them no such self-determination !

✓ These highly inflationary regional governments are undoubtedly the major threat to Ontario's and Canada's economies which caused International Monetary Fund in 1984 to issue warning to the governments of U.S.A., Canada and Ontario that their deficits were dangerously, unacceptably high. Starting with RMOC they must all be disbanded (Metro Toronto the possible exception), their necessary components distributed to their several municipalities.

✓ Thus Ontario can be rid of this disastrous Ministry of Municipal Affairs which cut off the democratic process in 1981.

In summary, the four massive major public inputs have declared:

✓ that RMOC is government out of control;

✓ that its incredibly self-empowered structure of Planning/Transportation/Works/OC Transpo/Regional Chairman, not one of whom is elected by nor accountable to the taxpayers, is a virtual license to steal from the taxpayers of Region and Province in their series of open-ended, ceilingless budget detrimental projects and useless "studies";

✓ that it must be dissolved as quickly as possible, having long since achieved invalidation of its own mandate to govern;

✓ that a scaled down model of its palatial new headquarters would meet the need of Ottawa's required new headquarters;

✓ that the superfluous CN buses-only SIXTH Leg of Five-Leg transit be cancelled;

✓ that the Alta Vista East Hospitals Corridor be implemented immediately;

✓ that the cross-town (uptown) diesel busway be relocated in the Southeast as soon as the Parkway's initial one side is completed, which will suffice as a two-way corridor until the other side is built;

✓ that the N.C.C. release the Parkway land promptly for this designated purpose;

✓ that RMOC's self-invalidation and self-dissolution remove the need for a referendum or for a Cabinet-decreed "Study" already massively done in the public participations.

Your faithful conveying of these two reports to Regional Councillors will be warmly appreciated.

Grace B.

600

#092

WEST CARLETON RATEPAYER ASSOCIATION

Box 403
R.R. # 1 Woodlawn
Ontario K0A 3M0

BRIEF TO THE PLANNING COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

REGARDING

THE REGIONAL OFFICIAL PLAN REVIEW

SUBMITTED BY THE

WEST CARLETON RATEPAYER ASSOCIATION

September 15, 1987
Presented by :

Dan Perley	President
Les Whitney	Executive V.P.
Gary Marshall	Past President

INTRODUCTION

This brief is submitted to the Regional Municipality of Ottawa-Carleton (RMOC) by the West Carleton Ratepayer Association (WCRA). It addresses only items of general or specific interest to rural residents and is based upon our review of the 1974 approved official plan, draft official plan of 1987 and the recently released discussion papers.

The WCRA is a citizen association spanning all of West Carleton and aimed at providing an active community voice in civic affairs. Since it was founded about a year ago the WCRA has:

-stood up for Huntley residents in their concerns about the Bradleys Falls drug addiction treatment facility being placed at the former Mitel lodge - we drew much attention to the need to guarantee public access to the site and spurred re-registration of the Regional agreement with Mitel/Royal Ottawa Hospital
-followed the Regional Wasteplan proposal for West Carleton carefully - requested Environment Department well water testing around Rumps Dump and submitted a brief opposing its expansion

-lobbied for extension of the Gypsy Moth spraying program to West Carleton by the Ontario Ministry of Natural Resources - we had a significant impact on the decision to add the township to the spraying area and assisted with signing up affected landowners

-pressed for location of the new secondary school in West Carleton and not in Kanata - hosted CBE trustee at spring 1986 WCRA meeting

-monitored the 911 emergency system planning and implementation and reminded officials of the need for a 911-compatible house/road numbering system in West Carleton

-pressed for open government in West Carleton - we are one of the few municipalities in this area not allowing full public review and comment on a draft budget - CBE and Region budgets are open

-consulted with Carp area residents (including Alexander Crescent) regarding sewer and water system concerns

This adds up to a worthwhile program of citizen involvement in issues relevant to local residents, we believe. With over 120 signed members in its very first year, we think the WCRA has been successful in working with individuals and community groups to address issues of concern.

GENERAL OBSERVATIONS

Many rural people became quite familiar with the operations of the RMOC planning processes during the early years of the regional government's existance when substantial areas of rural land were included in the conservation and recreation land proposals as well as the river corridor study. During the late 1970's and early 1980's there existed real concerns about the degree of openess, and even fairness, of the planning process. There were many appeals to the Ontario Municipal Board (OMB) and local politics in such areas as West Carleton and rural Kanata were heavily impacted by regional planning initiatives.

Whereas rural interventions in the planning process frequently came to naught a feeling of hopelessness became a factor in the way many rural people viewed the regional government. This was reflected in the expressed reactions at meetings on conservation and recreational lands and, more recently, during the early rural public meetings held by Wasteplan. We note with interest that no other rural ratepayers group has elected to make input to this stage of the official plan review.

In recent years the RMOC Planning Department has taken positive steps to improve its relations not only with the rural public in general but also with landowners who are, or who may be, impacted by planning policies. We believe, however, that more effort is needed in this area.

REGIONAL DEVELOPMENT STRATEGY

This and all subsequent sections of this brief will refer to the paragraph numbers in the 1987 Draft Official Plan where bracketed references are made; (ex. 2-1-1)

2-1-1

We believe that mutual respect and understanding of the differences between rural and urban people and lifestyles is crucial to the creation of a fully acceptable official plan. This should be directly stated as an objective.

This section should also make provision of the opportunity to live in a rural non-farm OR a village area (the choice to be made by the individual and not the RMOC) a key objective of the plan. To hold to a 90/10 urban/rural incremental residential development ratio solely because things have been this way in past is on par with the oft cited 'government by graveyard' which a famous British writer once called the Common Law. There is no reason to continue with this ratio just because it has been this way in the past.

In fact, with the increasing advent of office automation technology, which permits organizations to be more flexible and even to begin decentralizing some workers, the home workplace is destined to become much more significant than the cliche of 'cottage industry' would indicate. Whereas Ottawa-Carleton has a substantial high technology industry - including firms which have manufactured devices permitting such flexibility - it is short sighted not to envision a possible change in location preferences over time. If someone can work at home two or three days per week, then his choices of location are much broader than someone who must commute at rush hour each day.

RURAL DEVELOPMENT

4.1

The tone of the first paragraph of this section leaves the impression that the 'natural resources' are primarily for the enjoyment of those who may venture out from the urban areas and that THIS is why development should be 'directed to other areas'. Furthermore, this and other provisions, imply that existing rural uses not connected with farming, sand/gravel or other 'resource' oriented activities are only tolerable because they are already there. Such barely tolerable uses include rural non-farm (residence, hobby farm, retired farmer etc.), villages and hamlets.

It is noteworthy that some 17% of Canada's total population is currently rural non-farm and that with increasing farm closures and retirements, plus migration from urban areas, this may reasonably be expected to increase, perhaps to 20% in the next ten to fifteen years. Meanwhile, RMOC proposes to further restrict rural non-farm, village and hamlet development - prefering instead to direct development overwhalmingly to the South Urban Community (SUC).

We believe that objective 2 (to provide opportunities to live in a rural environment) should be held as higher priority than objective 1 which we feel is unduly protective of rural land.

RMOC should make serious study of the possibility of dispersing a much more significant percentage of the population into rural areas, a percentage of between 15 and 20% of the total of new residential units over the planning period. This is similar to Option 3 of section 7 of the Regional Development Strategy Resource Paper, issued November, 1985. We find the 25% which was

0925

therein proposed was merely a staw man and not a serious suggestion. It was not, in fact, seriously studied. Also, Option 2(e) of the same document (studying expansion of Carp and Vars to 20,000 each) proved to be unacceptable but we wonder why an expansion of five or six towns by 5,000 each was not studied. This would have indicated a lower traffic congestion level and would have corresponded more with the existing official plans of the rural townships studied.

We think that if the RMOC is serious, and is not just giving lip service, to the concept of intelligent planning of the rural areas then such planning should be carried on to a much greater extent by and for the rural people. For example, a Rural Planning Group (RPG) should be established with representation from Regional Council, the RMOC Planning Department, the Planning Departments and Councils of the rural municipalities plus one directly elected citizen representative from each township. Such a body could divide itself into three distinct groups to serve the needs of three types of rural residents:

-agriculture and rural industries

-rural non-farm

-villages and hamlets

This group could actually be mandated, by delegated authority from the Regional Planning Committee, to be responsible for all planning activities in the rural areas. If the RMOC is not prepared to seriously consider such a delegation of planning authority, what hope do rural townships with one seat each on Regional Council and Planning Committee, really have of impacting the planning in their areas. In hindsight, if the conservation and recreation lands planning in West Carleton, and in neighbouring rural March ward of Kanata, had been carried on by such a body there would have been much less ill will and mistrust. It must be understood that some people WISH to remain in, or migrate to, a rural area and may not wish to live in a village or hamlet nor to locate on a farm. The future growth of West Carleton, as planned, is based on BOTH the provision of country lot severances and sub-divisions AND village expansion, not just the latter.

4-2-1 (4)

We disagree with the proposition that severances should not be approved with access to a regional road where they create or extend strip development. We think the planning notion that strip development is absolutely bad and unacceptable needs some re-examination. There are many possible severances along regional roads where there is no secondary road alternative and where measures can be taken to minimize the negative impacts of development along such a regional road. It is unfair to discriminate between lands abutting regional and other roads and between those who severed years ago and those who might wish to do so soon. THIS PROPOSED POLICY WAS NOT COVERED IN ANY OF THE DISCUSSION PAPERS BUT ONLY IN THE DRAFT REVISION TO THE PLAN ITSELF, PROVIDING MUCH LESS NOTICE.

5-1-3-1

This section appears to omit the obvious fact that the farmer himself NEEDS A HOUSE. It also over-rides the township plans and may, in some cases, actually prevent construction of a dwelling for the farmer. The best way to avoid this is by amending the policy to include the residential accomodation requirements of the farmer. We assume this was an oversight.

5-1-3-2

We feel there is a need for full provisions for a farm retirement lot AND for a lot for farm help where desired. It should not be a choice of one or the other. Protection is still required, however, whether only under township official plans or also under the RMOC plan, to prevent abuses as well as to establish where real requirements exist.

10-1-2

Section (9) provides, among other things, a requirement for sufficient evidence of water prior to allowing a serverance. We believe that only well driller's test shaft results or a drilled well with potable water in sufficient quantity should constitute such evidence because it will place the onus on the person seeking the severance to provide potable water for themselves or a prospective purchaser. Where a farmer severs for his own use, for use of his immediate family or for use of farm help, and where alternative water is readily available, there should be an exemption, where applied for by the farmer, from this requirement. However where an exemption is granted, the farmer should be forced to sign a binding commitment (registered on title) not to sell the property unless acceptable water is first found thereon.

TRANSPORTATION

Regarding severances along regional roads, it is our view that land use planning should not be permitted to dictate

092-7

transportation and road use policy. Nor should road conditions be the only factor in planning. For example, if ribbon development places too much pressure on a regional road, why not use the FULL width of the right of way and, where required, construct single lane collectors outboard of the main roadway. Each lane would be unidirectional, having the same direction as the nearest road lane. This would permit:

-higher speeds on the regional road

-turnouts at each end of the collector lane and, where required, intermediate two way turn-in/turn-out ramps

-easier passage for bicycles and pedestrians along heavily travelled regional roads

-easier snow removal

There are no plans for new rural regional roads in West Carleton at all. We believe that good development policy permits the installation of the transportation infrastructure and facilities IN ADVANCE OF LAND DEVELOPMENT. If, for example, Carp is to grow by 3,500 people then planning should now be under way for an improved Carp Road, incorporating two additional lanes.

We fully support the creation of 416 but believe that 417 should be widened from Acres Road to Woodroffe Avenue BEFORE the 416 reaches the 417 or very significant congestion may result.

The extension of 417 through the heart of the Ottawa Valley is crucial to the economic development of the area, including West Carleton. The projected schedule of completion in 2004 would be funny if it were not so sad. The number of fatalitities on the two lane stretch of 17, beyond 417, is rising rapidly and something MUST be done about it.

Park and Ride facilities are needed in the Kanata area on an urgent basis - one has only to look at the development now authorized for the Dunrobin and March Roads to reach this conclusion and yet there is no firm implementation date in place at this time. The Kanata and Orleans transitway extensions should be placed in a higher priority than those for the SUC and should remain so.

Finally, while rural residents are asked to make allowances for protection of rural land for conservation and recreation uses, as well as to safeguard it for possible future urban expansion, they do not receive a fair deal when they travel downtown. Many rural residents have no choice but to take their car downtown. There they are confronted with:

-city and RMOC policies leading to very high priced and relatively scarce parking space

-a by-law which demands they move their car blocks away before re-parking it on the same street and which prohibits re-feeding a meter

-more no left turn signs than are found in Los Angeles

During the conservation and recreation lands discussions, and now during the Wasteplan discussions, we are being told we must make allowances for the needs of our urban neighbours but what allowances are they making - in how they plan and work and live - for our needs. It may make sense to discourage someone in Alta Vista from bringing his car downtown but if the same blunt instrument used to do so also impacts someone from West Carleton, who has little alternative, then where is the fairness?

Stated simply, many rural residents see a very major inequity in the operation of RMOC planning. While they receive only a fraction of the Regional services which urban people get, they are expected to make their lands available (or at least conduct themselves in planning and severance matters) such that urban people can keep these lands available for anticipated future recreational uses without paying for them. These lands are thus encumbered without actually being purchased; they have a shadow cast over them. Consider those who owned land along the Carp Ridge during the conservation and recreation lands studies and the subsequent re-zoning and purchase of some land by RMOC at highly depressed rates - because the future, and hence value, of the land was cast in doubt by a stroke of the planner's pen.

We are not saying there is no benefit to being a part of the RMOC as there are many common services which are valued - particularly the upcoming 911. We are saying that more sensitivity to rural needs and views is essential to any feeling of unity in the RMOC and planning is as good a place as any to start.

BRIEF TO PLANNING COMMITTEE - RE REGIONAL PLAN

IT WOULD BE IMPOSSIBLE FOR ME TO GO INTO ANY DEGREE OF DETAIL WITH REGARD TO MY CONCERNS ON THE REGIONAL PLAN AS PROPOSED, BUT I WISH TO REMIND THOSE MEMBERS OF COMMITTEE WHO WERE NOT MEMBERS OF COUNCIL IN 1975 THAT THE PROPOSED DEVELOPMENT OF THE SOUTH URBAN COMMUNITY HAS BEEN A BONE OF CONTENTION SINCE 1975. THE PROPOSAL FOR THE SOUTH URBAN COMMUNITY WAS INTRODUCED INTO THE OFFICIAL PLAN BY WAY OF A MOTION ONLY - AFTER THE DRAFT PLAN HAD BEEN APPROVED IN JUNE 1975. IN THE DRAFT OFFICIAL PLAN AS APPROVED, CARLSBAD SPRINGS WAS PLANNED TO BE THE GROWTH AREA IN THE EAST - BUT CARLSBAD SPRINGS WAS DELETED BECAUSE IT WAS SAID THAT THERE WAS A LEDA CLAY PROBLEM. THE SOUTH URBAN COMMUNITY WAS IMMEDIATELY SUBSTITUTED FOR A FUTURE GROWTH AREA TO REPLACE CARLSBAD SPRINGS WITHOUT ANY PUBLIC PARTICIPATION. IT WAS DONE SIMPLY BY A MOTION AT A MEETING.

IN 1976, MORTON DODDS PREPARED A REPORT FOR REGIONAL GOVERNMENT ON THE SUBSURFACE CONDITIONS IN THE SOUTH URBAN COMMUNITY. AT PAGE 2 OF THIS REPORT, IT IS STATED "MOSTLY CLAY WITH SOME SILT AND . . . LEDA CLAY". THE REPORT GOES ON IN SOME DETAIL ABOUT THE SOIL CONDITIONS AND MAKES REFERENCE TO THE "APPROXIMATE LOCATION OF THE KNOWN FAULT UNDER THE AREA" (REFERRING, IT WOULD APPEAR, TO THE HAZELDEAN FAULT, AN INACTIVE EARTHQUAKE ZONE WHICH RUNS IN A DIAGONAL LINE THROUGH CEDARHILL AND IN A SOUTH EAST DIRECTION). AT PAGE 4, WE READ THAT "THIS CLAY DEPOSIT UNDERLIES MUCH OF THE OTTAWA-CARLETON REGION AND HAS BEEN THE SUBJECT OF MUCH DEBATE WITH REGARD TO DEVELOPMENT IN OTHER AREAS". AND AGAIN, WE READ "CLAY WILL DEFORM WHEN LOAD IS APPLIED TO IT". THEREFORE, IT WOULD APPEAR THAT THE THEORY THAT CARLSBAD SPRINGS WAS NOT SUITABLE FOR DEVELOPMENT BECAUSE OF LEDA CLAY IS INVALID. AS THE REPORT STATES, "CLAY DEPOSIT UNDERLIES MUCH OF THE OTTAWA-CARLETON REGION". I BELIEVE THAT THE SOUTH URBAN COMMUNITY WAS SUBSTITUTED FOR CARLSBAD SPRINGS BECAUSE OF THE PRESSURE FROM DEVELOPERS WITH LARGE LAND HOLDINGS IN THE VICINITY OF THE PROPOSED SOUTH URBAN COMMUNITY.

NEPEAN'S SCHEDULE "A" TO BY-LAW 92-82 SHOWS THE ENTIRE AREA EARMARKED FOR THE SOUTH URBAN COMMUNITY AS BEING RURAL. MANY STUDIES HAVE SHOWN THAT THE AREA CONTAINS CLASS 1 AGRICULTURAL LANDS. EVEN REGIONAL GOVERNMENT'S PLANNING DEPARTMENT RECOGNIZES THAT STUDIES HAVE SHOWN THAT THERE ARE CLASS 1 AGRICULTURAL LANDS THERE. THE PROVINCIAL GOVERNMENT RECENTLY ISSUED GUIDELINES FOR THE PROTECTION OF AGRICULTURAL LANDS AND REGIONAL GOVERNMENT HAS STUDIED AND REPORTED BACK TO THE PROVINCIAL GOVERNMENT ON THE PAPER.

IN DISCUSSION PAPER 9, PLANNING DEPARTMENT STATES AT PAGE 6 "OBJECTIVES FOR AGRICULTURE - OBJECTIVE 1, TO PROTECT . . . LANDS VIABLE FOR AGRICULTURE FROM LOSS TO OTHER USES". I SAY TO YOU THAT DESIGNATING CLASS 1 AGRICULTURAL LANDS FOR URBAN DEVELOPMENT IS NOT "PROTECTING" LANDS VIABLE FOR AGRICULTURE. TO THE CONTRARY, IT IS A SELL-OUT OF VALUABLE LANDS TO DEVELOPERS FOR THEIR OWN FINANCIAL AND ECONOMIC GAINS.

NEPEAN'S OFFICIAL PLAN OF 1976 SHOWS UNDER A MAP MARKED "D" ENTITLED "SOIL CAPABILITY" THAT THIS AREA IS "VERY HIGH" AND "HIGH" FOR AGRICULTURAL POTENTIAL.

IN CONCESSION 5, IN NEPEAN, WE HAVE AN AREA OF MINERAL EXTRACTION AND LOW GRADE AGRICULTURAL LANDS DESIGNATED AS MARGINAL RESOURCE. MARGINAL RESOURCE LAND IS SUITABLE FOR DEVELOPMENT. HOWEVER, REGIONAL GOVERNMENT HAS SEEN FIT TO PROPOSE PART OF THIS AREA AS SITE 3 FOR A LANDFILL. THERE MUST BE CO-ORDINATION BETWEEN THE REGION AND MUNICIPALITIES FOR LAND USE, IF, IN FACT, WE ARE BEING TOLD THAT REGIONAL GOVERNMENT IS OFFERING US A REGIONAL PLAN.

REGIONAL GOVERNMENT'S PROPOSED PLAN IS NOT A SOLUTION TO THE REGION'S PROBLEMS BECAUSE, QUITE FRANKLY, IT IS LIKE A PAINT BY NUMBER PAINTING. REGIONAL PLANNERS PUT THE FRAME AROUND THE AREA AND THE NCC, THE AREA MUNICIPALITIES, AND ALL THE POLITICIANS, TOGETHER WITH THE CONSERVATION AUTHORITIES, PERHAPS EVEN THE FEDERAL GOVERNMENT DEPARTMENTS AND SOMETIMES THE PROVINCIAL GOVERNMENT, ALL STICK THEIR FINGERS INTO THE PAINT AND DO THEIR FINGER PAINTING AND PICK THEIR OWN NUMBERS. THE REGIONAL PLAN SHOULD BE DELAYED INDEFINITELY UNTIL

THE STUDY ON REGIONAL GOVERNMENT IS COMPLETED SO THAT WE CAN SEE WHETHER THERE IS DUPLICATION OF THE PLANNING PROCESS.

IN THE FREE TRADE AGREEMENT BETWEEN CANADA AND THE UNITED STATES, EVERYONE IS ASKING "WHAT'S IN IT FOR US?" SO, TOO, I AM ASKING THE COMMITTEE WITH REGARD TO THE SOUTH URBAN COMMUNITY, WHAT'S IN IT FOR US, THE TAXPAYERS OF THE REGION? WE HAVE BEEN PAYING FOR THE PAST MISTAKES OF THE POLITICIANS AND PLANNERS. WE ARE PAYING FOR THE PRESENT. AND WE ARE NOW BEING ASKED TO PAY FOR THE DEVELOPMENT OF THE SOUTH URBAN COMMUNITY SO THAT THE DEVELOPERS CAN MAKE FINANCIAL GAINS.

IN THE FALL OF 1984, THEN MAYOR DEWAR OF OTTAWA SAID THAT "TAXES WOULD GO UP TOO MUCH IF SEWERS AND ROADS HAD TO BE BUILT IN THE SOUTH SO LONG BEFORE THOSE IN THE EAST AND WEST REACHED CAPACITY". THE MAYOR GAVE FIGURES TOTALLING SOME $183 MILLION IN 1984 DOLLARS. $54 MILLION PLUS FOR WATER AND SEWERS, $79 MILLION FOR NEW ROADS AND $50 MILLION FOR THE GOOD OLD TRANSITWAY TO SERVICE THE AREA. AT LEAST THE MAYOR GAVE US SOME IDEA OF COSTS.

IT IS UNFAIR OF THE PLANNING DEPARTMENT TO EXPECT THE TAXPAYERS TO ACCEPT A PIG IN A POKE. WE ARE BEING ASKED TO ACCEPT A REGIONAL PLAN AND IN TURN GIVE REGIONAL GOVERNMENT A BLANK CHEQUE.

SOME OF THE DEVELOPERS HAVE ENDEAVOURED TO MINIMIZE COSTS BY OFFERING THEIR OWN FIGURES. I CAN FORESEE THE SOUTH URBAN COMMUNITY TURNING OUT LIKE THE COSTS OF THE TRANSITWAY--400% OVER THE ORIGINAL FIGURE. BUT IN THIS CASE, WE DON'T EVEN HAVE AN ORIGINAL COSTING. THE STORY OF THE SOUTH URBAN COMMUNITY IS LIKE THE BLIND MAN AND THE ELEPHANT.

HOW CAN ANY CONTRACTOR EVER PLAN TO BUILD A ROAD WITHOUT KNOWING HOW MUCH IT IS GOING TO COST? THE TAXPAYERS OF THE REGION HAVE A RIGHT TO KNOW HOW MUCH THE SOUTH URBAN COMMUNITY COULD COST US, i.e. BROKEN DOWN, INTO SEWERS, WATER, ROADS, TRANSITWAY, ETC. ETC., AND, OF COURSE, SERVICES LIKE HYDRO, POLICE AND FIRE PROTECTION, WHICH WILL BE PAID BY THE LOCAL MUNICIPALITY(IES). AND THERE ARE

OTHER COSTS NOT PAID FOR BY THE REGION SUCH AS PARKS AND RECREATION, SIDEWALKS AND SO ON.

TO GO FURTHER, I QUESTION WHY THIS PROPOSAL IS EVEN BEFORE US WHEN, IN FACT, ON DECEMBER 12, 1984, AT A SPECIAL MEETING OF REGIONAL COUNCIL, MOTION 281 DEALT WITH THE MECHANISMS BY WHICH GROWTH TO THE SOUTH WILL BE PERMITTED AND TWO STIPULATIONS WERE (1) A POPULATION THRESHHOLD OF 75,000 IN EACH OF THE EAST AND WEST URBAN COMMUNITIES, AND (2) EXTENSION OF THE TRANSITWAY CONSTRUCTION TO THE KANATA AND ORLEANS TOWN CENTRES . CAN ONE ASSUME THAT WITH EACH NEW REGIONAL COUNCIL PAST ACCOMPLISHMENTS AND MOTIONS WILL BE INVALIDATED BY THE ACTIONS OF THE NEW COUNCILS?

I HAVE DIFFICULTY UNDERSTANDING WHY WE HAVE ANY REGIONAL PLANNING OVER LOCAL MUNICIPALITIES. I WISH TO SUBMIT HERE A REPORT OF AN EVENT WHICH TRANSPIRED IN NEPEAN WHEN A LANDOWNER ENDEAVOURED TO MAKE THE HIGHEST AND BEST USE OF HIS LANDS WHICH WERE DESIGNATED MARGINAL RESOURCE ON THE REGIONAL PLAN. I WILL NOT GO INTO DETAIL BUT WILL SAY THAT IT IS LIKE PLAYING RUSSIAN ROULLETTE WHEN DEALING WITH PLANNERS AT REGIONAL, MUNICIPAL AND NCC GOVERNMENTS.

LANDOWNERS IN THE RURAL AREAS ARE FROZEN INTO A TIME WARP AND HAVE EXTREME DIFFICULTIES GETTING SEVERANCES, WHEREAS DEVELOPERS CAN PRESSURE COUNCILS AND PLANNERS TO TURN CLASS 1 AGRICULTURAL LANDS INTO URBAN DEVELOPMENT.

A POSSIBILITY OF LOCATING LANDFILL SITE 4 WAS SHOWN AS A SITE IN THE PROPOSED SOUTH URBAN COMMUNITY SOUTH OF THE JOCK RIVER. WE WERE TOLD THAT THE SITE WAS QUESTIONABLE AS A LANDFILL BECAUSE OF THE PROXIMITY OF THE AIRPORT. THE SITE WAS SAID TO BE UNSUITABLE BECAUSE OF IT. WHAT MAKES IT UNSUITABLE FOR LANDFILL AND SUITABLE FOR URBAN DEVELOPMENT?

MY RECOMMENDATION IS THAT BARRHAVEN AND THE DEVELOPMENT OF THE SOUTH URBAN COMMUNITY SHOULD BE SEVERED FROM NEPEAN AND GLOUCESTER AND TURNED INTO A SEPARATE COMMUNITY SO THAT THERE IS NO

FINANCIAL DRAIN ON THE TAXPAYERS TO SUPPLY SERVICES AND OTHER AMENITIES TO THE PROPOSED DEVELOPMENT. THE COMMUNITY HAS THE NECESSARY POPULATION TO BECOME A SEPARATE ENTITY AND COULD APPLY TO THE PROVINCIAL GOVERNMENT FOR ASSISTANCE TO DEVELOP FURTHER. BY ALL MEANS, IT SHOULD SEVER ITS UMBILICAL CORD WITH NEPEAN.

MY OTHER GREAT CONCERN IS THE REGION'S MANNER OF DESIGNATING AND AMENDING DESIGNATIONS OF CONSERVATION AND ENVIRONMENTALLY SENSITIVE LANDS. THERE IS TOO MUCH WHEELING AND DEALING WITH REGARD TO ENVIRONMENT AND CONSERVATION LANDS. A PIECE OF LAND IMMEDIATELY BECOMES MARGINAL RESOURCE BY A MERE CHANGE IN DESIGNATION BY WAY OF A REGIONAL PLAN AMENDMENT. CONSERVATION LANDS ARE SET ASIDE AND THEN THE DESIGNATION CHANGED BY MEANS OF A PLAN AMENDMENT. I AM NOT SUGGESTING THAT THERE SHOULD BE NO CHANGES, BUT CHANGES MUST BE FOR A SUBSTANTIAL REASON, NOT ONLY TO APPEASE OR PLEASE DEVELOPERS.

THE LATEST ISSUE OF CANADIAN GEOGRAPHIC MAGAZINE TELLS US THAT WE MUST SAVE OUR VANISHING WETLANDS. WHAT PREVAILS IN THE REGION? WE TURN DESIGNATIONS AROUND BY AMENDMENTS AND THEN LANDS ARE DRAINED AND USED BY DEVELOPERS.

I MUST COMMEND THE PLANNING DEPARTMENT FOR ITS DIFFICULT TASK OF PREPARING THE DRAFT PLAN. BUT I FEEL THAT IT IS NOTHING MORE THAN A POLITICAL DOCUMENT WHICH WILL BE AMENDED TO SUIT POLITICIANS.

IT IS ALSO COMMENDABLE THAT THE PLANNERS HAVE FINALLY MADE RECOMMENDATIONS THAT LAND SHOULD BE SET ASIDE FOR THE FUTURE OUTER RING ROAD. HURRAY! THIS IS LONG OVERDUE. IF WE ARE TO SURVIVE AND PLAN FOR THE FUTURE, HOW CAN WE SURVIVE WITH ONLY THE QUEENSWAY? STICK TO IT!

I WISH TO CLOSE BY SAYING THAT THE PLANNING COMMITTEE SHOULD HAVE TAKEN INTO CONSIDERATION THE ELECTION WHICH WAS CALLED JUST AT THE CRITICAL TIME WHEN MANY PEOPLE WERE HOPING TO PREPARE FOR THE COMMITTEE HEARING ON THE PLAN. THE COMMITTEE SHOULD HAVE REMEMBERED ALSO THAT SUMMER VACATION IS NOT THE BEST TIME TO PREPARE FOR A PRESENTATION AS EARLY AS SEPTEMBER 4TH. COMMITTEE SHOULD LOOK TO THE WASTE PLAN COMMITTEE TASK FORCE. THAT COMMITTEE IS OBLIGING CONCERNED CITIZENS BY POSTPONING TIME FOR BRIEF PRESENTATIONS.

I DID NOT RECEIVE MY DRAFT PLAN UNTIL SEPTEMBER 11TH AND I THEN RECEIVED A LETTER FROM MR. WRIGHT DATED AUGUST 31ST AND RECEIVED SEPTEMBER 16TH STATING THAT BRIEFS HAD TO BE READY BY SEPTEMBER 15TH.

THANK YOU.

Victoria Mason

VICTORIA MASON,
CHAIRMAN,
TAXPAYERS ASSOCIATION
OF OTTAWA-CARLETON.

SEPTEMBER 18, 1987.

MEETING OF PLANNING DEPARTMENT, NEPEAN, AT NEPEAN
CITY HALL 10:45 A.M. APRIL 4, 1986

Present: Mr. Leathem
Mr. Clarke
Mr. Wright
Mr. Slack
Mr. Mirsky
Mrs. Kerslake

Mr. Clarke began his presentation with a run-down of Nepean's current plans for Moodie Drive. [see Planning Department report of Nov, 26, 1985] He traced the history of the relationship between Nepean and the Region and the advent of Orleans Builders Supplies. Mr. Clarke stressed the opinion of the Planning Department that Mr. Slack's land had "no relationship physically to a residential area." He stated that the Region would turn down a residential application. He stated that the marginal resource designation "does not imply country lots" and that "the Region backs them on this". Mr Clarke emphasized the building of the 416 and talked of the Environmental Assessment Board Hearing which he said was in progress. Mrs. Kerslake stated that the hearing had not yet taken place. Mr. Mirsky interjected and stated that if the 416 came through, Mr. Slack's land would be landlocked and the MTC would have to purchase land on either side.

Mr. Leathem then mentioned that the 416 would ultimately be 6 lanes and that the MTC doesn't give much for expropriation.

Mr. Mirsky then told the Planning Department that Mr. Slack wanted industrial at the front of the property and residential at the back. Mr. Mirsky then asked to be shown the route of the 416. He then stated that the 416 [MTC] would want buffer zones. He also stated that as time was passing, it was time to do something. Mr. Slack's "application for residential has gone nowhere," he stated. He said that Mr. Slack could carry on politically, appeal to the OMB or he could do nothing, but his rural zoning was useless.

Mr. Slack then stated that in 1975 a Mr. Shea from the Region went with him to see his property and said the taxes would be $7,000 or $8,000 a year. He told him it was a "valuable" piece of property, (as valuable as Cedarhill Estates).

Mr. Mirsky said "they're being pressured to zone by Orleans Builders Supplies and to do better land use than what they've got. They have pressure on them and they'll sidestep you and leave your land rural."

Mr. Leathem then stated that the Ministry of the Environment said there could be no residential building near a quarry. Mr. Leathen could not recall how far away the distance was, but that there was an "imaginary line drawn on the map." Mr. Slack asked if Mr. Chiarelli's land was within the line and if Mr Leathem would show him the line. Mr. Leathem could not recall where the line was, nor if Mr. Chiarelli's property was near it. Mr. Clarke then said that Mr. Slack's land was not as "marketable" as Orchard Estates. He stated that any land is valueless if close to a highway [416].

Mr. Leathem then said: "There will be no residential development designation put on your [Mr. slack's] property."

"The Planning Department will be happy to rezone for industrial buffer zone and if the 416 happens, the MOT will have to talk to him about it but you don't get much."

Mr. Mirsky talked about expropriation and not getting much. Mrs. Kerslake attempted to interject and was told "Shut up. You're here to take notes for Mr. Slack. I don't want to hear another word."

Mr. Leathem then stated they would zone industrial everything up to the 416 (50 acres of the 100 acres).

Mr. Mirsky stressed again that time was important. Mr. Leathem stated that he was being pressured by OBS to get on with the zoning and Mr. Clarke stated that the Region was pressuring him.

Mr. Leathem said: "They're all for rezoning along there [Moodie Drive]." Mr. Slack asked "who's for rezoning?" and Mr. Leathem answered "OBS".

Mr. Mirsky then asked for all the property being zoned industrial and asked for a letter from Nepean (at staff level only) stating that Nepean would be prepared to redesignate it as industrial (MC).

Mr. Leathem said that Mr. Slack's presistence in desiring residential application "has delayed everything." Mr. Mirsky said, "We'd like you on side now."

Mr. Clarke then went on to say that Mr. Slack needed "good advice." "In pursuing a residential application, you're acting against your best interests." "There isn 't a hope in hell [sic.] of getting this designation and we would argue against it." This statement was confirmed immediately by Mr. Leathem. Mr. Mirsky and Mr. Clarke then proceeded to undermine Mr. Slack's real estate agent, Victoria Mason, and repeatedly stated that she was not giving sound advice to her client.

Mr. Mirsky said that it would take five or six months, maybe four, to clear up everything. He told Mr. Slack he could sell conditional on Zoning being approved. Mr. Leathem said he could sell "right now, as we know who's ready to buy."

Mr. Slack asked if his taxes would go down. Mr. Mirsky said that "the Region has zoned your property as industrial and has assessed you as such." No, they won't go down.

The meeting adjourned after Mr. Mirsky stated that Mr. Slack didn't have to "sign anything today" but that he should think about it.

#09

830-2.

619
Bell, Baker
BARRISTERS & SOLICITORS

HON. RICHARD A. BELL, P.C. Q.C. LL.D.
DAVID C. THOMPSON, Q.C.
JAMES R. McKINNICK, LL.B.
RODGER J.L. BRENNAN, LL.B.
RONALD KARAM, LL.B.

JOHN C. CLARKE, Q.C.
PAUL A. WEBBER, Q.C.
MARTIN D. OWENS, LL.B.
ROGER R. MILLS, LL.B.
HELMUT R. BRODMANN, LL.B.

HON. WALTER D. BAKER, P.C. Q.C. (1930-1983)

ASSOCIATE COUNSEL
EDWIN M. CHARLESON, Q.C.

SUITE 300
116 LISGAR STREET
OTTAWA, CANADA
K2P 0C2
(613) 237-3444

September 17, 1987

OTTAWA-CARLETON
RECEIVED
1:50
SEP 17 1987
CLERK'S DEPARTMENT

BY HAND

Councillor Gordon Hunter
Chairman
Planning Committee
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Hunter:

Re: Draft Official Plan —
Fine's Flowers Ltd.

We have recently been retained by Fine's Flowers Ltd. to make submissions to your Committee with respect to the draft official Plan of May 26, 1987.

Our client has substantial landholdings in Lots 27 to 30, Gore I and II, in the City of Gloucester. Generally, these lands lie to the south of lands being considered for inclusion in the Special Study Area for the south urban area.

It is our client's position that its lands should properly be included in the Special Study Area.

Accepting for our present purposes that the Gloucester portion of the south urban area is in Stage II and that our client's lands would be very much at "the end of the pipe", it is suggested that the failure to include sufficient lands in the study area may lead to results which do not adequately reflect the Ottawa-Carleton of 2006.

For example, the Ottawa International Airport, treated in the draft plan as an "environmental constraint", may yet come to be seen as a magnet for Regional-scale industrial development. Either the present

....2

Councillor Gordon Hunter
Chairman, Planning Committee
Regional Municipality of Ottawa-Carleton
September 17, 1987

proposals to site extensive residential development on all sides of the airport or the possible loss of designated and necessary residential land to airport-related industrial requirements during the planning period lead to undesirable results. In our client's view, it is better to study potential uses for too much land, rather than too little, thereby preserving all options.

In a similar vein, the plan recognizes the future need for a 416/417 link, a freeway which might also act as a magnet for industrial/commercial development. The possible interrelationship of such a link with the airport itself as well as with airport-related industrial activities may be of substantial Regional significance. However, once again, the loss of residentially designated land in the vicinity of Leitrim Road suggests the need for such land elsewhere, if a reasonable supply is to be kept available during the planning period. We recognize that the plan wisely makes specific reference to the relationship between jobs and housing; we question whether it sufficiently directs itself to the existing and proposed advantages that can create jobs, like freeway-connected major airports.

More thought might also be given, in the course of the special study, to the road and bridge network which will be needed to service the south urban area. While the draft plan recognizes the need for one new bridge, it does not note the advantage of the existing bridges on Regional Road 8 at Manotick. Council's unhappy and expensive experience with Innes Road shows the importance of a community's "back door"; here, an adequate one may be available and ought to be studied.

In summary, our client's request is simple, direct, inexpensive, and potentially of great benefit: that Council amend Schedule "B" of the draft plan to include in the General Urban Area (Special Study) all of those lands in the City of Gloucester bounded by the Rideau River to the west, Leitrim Road to the north, Albion Road to the east, and Regional Road 8 to the south.

To forestall false impressions, the designation should be clearly qualified by a remark that it does not guarantee or even imply ultimate inclusion in an Urban area, but is made solely for study purposes.

Trusting this is satisfactory, we remain,

Yours very truly,

BELL, BAKER
Per:

PAUL A. WEBBER

PAW:deP

c.c. Chris Bradshaw, Regional Planning (By Hand)
Mrs. Sarah Shabsove, Fine's Flowers Ltd. (By Hand)

#095

.EXCERPTS ONLY – ENTIRE REPORT IS ON FILE IN PLANNING DEPT.]

THE SHOPPING CENTRE AT SOUTH KEYS
OTTAWA, ONTARIO

Prepared for:
Campeau Corporation

December 15, 1986

Larry Smith
& Associates Ltd.

Suite 2100
York Centre
145 King Street West
Toronto Ontario
Canada M5H 1V8

telephone (416) 362-4268
cables Colybrand
telex 06-23590

Larry Smith
& Associates Ltd.

Suite 2100
York Centre
145 King Street West
Toronto Ontario
Canada M5H 1V8

telephone (416) 362-4268
cables Colyorand
telex 06-23590

December 22, 1986

Mr. Hugh Clarkson
Executive Vice-President
Shopping Centres
Campeau Corporation
320 Bay Street, 4th Floor
Toronto, Ontario
M5H 2P2

Dear Mr. Clarkson:

RE: SOUTH KEYS REGIONAL SHOPPING CENTRE

Upon completion of our market analysis of your South Keys site in Ottawa, we are pleased to report that a regional shopping centre comprising some 750,000 square feet gross leasable area (GLA) is warranted at this location. In order to take advantage of the volume opportunity in this market and create superior customer appeal, we recommend the inclusion of three department stores as major tenants.

Our recommendations are based on a comprehensive market study of the trade area surrounding your site, including consumer based research, a full assessment of competitive features, and a detailed statistical analysis of demographic, income and expenditure factors.

Our prior market research in the Regional Municipality of Ottawa-Carleton (RMOC), including a recent retail study dealing with the whole region, has led us to believe that the Ottawa retail market is working well with performance indicators, in terms of sales per square foot, well above other cities. Ottawa has a strong downtown as well as an adequate suburban retail structure, particularly to the east and to the west of downtown. However, the southern area is not as well served and both the City as well as the Region have designated your site and the area surrounding it as the principal future Activity Centre in this part of Ottawa, including major retail, transportation and community functions. In fact, significant changes are planned in the transportation system, which will facilitate access to this new centre.

Your site is the key parcel of this Activity Centre and its development will create a new focus for a large area of influence. The fact that your site is very large, comprising 90.0 acres and is fully zoned, will facilitate an efficient layout and a rapid development schedule to take advantage of the existing market potential.

It was a pleasure to undertake this research assignment for your firm and we look forward to discuss our findings and recommendations with you.

Yours very truly,

LARRY SMITH & ASSOCIATES LTD.

H. Kircher

Hermann J. Kircher
President

HJK/jn/sjk

TABLE OF CONTENTS

		Page
INTRODUCTION		i
SUMMARY OF FINDINGS AND RECOMMENDATIONS		iv
SECTION I	- Site and Access	1
SECTION II	- Trade Area	8
SECTION III	- Population	12
SECTION IV	- Per Capita Income and DSTM Expenditure Potential	19
SECTION V	- Department Store Competition	26
SECTION VI	- South Keys Trade Area Department Store Analysis	32
SECTION VII	- South Keys Trade Area Non-Department Store Share of DSTM	41
SECTION VIII	- South Keys Trade Area Food Store Potential	67
SECTION IX	- Eating and Drinking Potential	77
SECTION X	- South Keys Trade Area Liquor/Beer/Wine Potential	83
SECTION XI	- South Keys Trade Area Multiple Screen Theatre Analysis	86
SECTION XII	- Financial Institution Branch Analysis	90
APPENDIX A	- Trade Area Inventory of Competitive Space	A-1
APPENDIX B	- South Keys Telephone Survey	B-1
APPENDIX C	- Definition of Terms	C-1
APPENDIX D	- Listing of Store Types by Major Retail/Service Category	D-1

095-5.

INTRODUCTION

This study has been prepared for the Campeau Corporation and is dated the fifteenth day of December, nineteen hundred and eighty-six. It contains an examination of the sales potential for the department stores, ancillary retail and service facilities planned for inclusion in the proposed regional shopping centre at Bank Street and Hunt Club Road in the southern portion of Ottawa, Ontario. Throughout the report this centre will be referred to as the "South Keys Shopping Centre".

Current plans for the South Keys Shopping Centre include a total of 750,000 square feet gross leasable area of retail/service space developed as part of a larger mixed use project containing office, residential, recreational and other community facilities. The intent of this study has been to determine the sales potential available to the retail and service tenants locating in the shopping centre as well as the warranted space.

The statistical background material employed in this report is based on federal, provincial, regional and local statistics. Extensive field investigations were also undertaken as well as a consumer survey of trade area residents. We have conducted numerous market studies in the Ottawa region in recent years and the experience gained from that research has been applied to the current study. The study method employed in this analysis is similar to that used in other market analyses undertaken in major urban centres throughout Canada by Larry Smith & Associates Ltd.

MAJOR ASSUMPTIONS

In any study requiring estimates of future conditions, it is necessary to make specific assumptions. These have been stated at the appropriate place in the following text. In addition, however, there are a number of underlying and basic assumptions upon which the validity of the findings presented in this report depend. Based on our long term experience in the retail planning process, we recognize the problems associated with making broad and generalized assumptions about future conditions. Undoubtedly, deviations from historic and current trends will take place in the future. Basic assumptions are required, however, regarding the possible extent of such deviations, if any planning to serve future market conditions and needs is to be practiced at all. Acceptance of these basic assumptions generally demands that they be realistic in the sense that they reflect reasonable expectations, given the current information base. These basic and underlying assumptions have been stated as follows:

1. For the period covered in this analysis, a reasonable degree of economic stability will prevail in Canada, the Province of Ontario and specifically the Ottawa region. No major economic decline is expected which would substantially influence the future income and expenditures projected in this report.

2. Estimates of population levels are a critical factor in determining the market potential available in a trade area in future years. The projections contained in this analysis have been based on data provided by the Regional Municipality of Ottawa-Carleton, various local municipalities and our interpretation of these estimates. Major deviations from these estimates would necessitate a review of the study findings.

3. Historic data used in this analysis for population, income and expenditures has been obtained from Statistics Canada.

4. All known major competitive retail developments proposed in the site vicinity and expansions to existing centres have been noted and recognized in making our market assessment for future years. It is assumed that additional future retail developments, unknown at this time, will not be of a scale large enough to influence the findings and recommendations of this study.

5. All references to the Canadian dollar, dealing with present or future periods, reflect its 1986 value unless otherwise stated. It is recognized that fluctuations in the absolute value and purchasing power of the dollar will probably occur during the period covered by

this report. It is assumed, however, that the relationship between per capita income and expenditure levels, the value of the dollar and store operating levels will remain more or less constant during the period analyzed. Since one of the purposes of this study is to determine future space requirements, inflation can be eliminated because it has no influence on the physical space used in retail establishments.

6. It is assumed that the earliest full year during which this project could be open is 1989. A development of this type usually requires approximately two years to mature and become established in its market place. Hence, 1991 is considered the critical year in this analysis against which planning for the centre should be considered.

If major changes occur which influence the assumptions stated above, then the findings of this study should be reviewed in light of these changed conditions and revised, if necessary.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following paragraphs provide a short summary of the major findings and conclusions of this analysis. There is a large amount of statistical data in this study which has not been included in the summary in order to limit its complexity. The detailed reasoning and background material for each of the factors discussed below are contained in the main body of this report.

Summary of Findings

In this study, we have examined the market potential for a regional shopping centre to be located in the southern part of the City of Ottawa, on Bank Street, immediately north of Hunt Club Road. As part of our analysis we have determined the warranted space and sales levels for all centre components. We have conducted several previous studies of this site for a zoning hearing and to monitor relevant market changes.

The property which consists of some 90.0 acres, has been inspected. It is considered suitable for a regional shopping centre. The site has good local and regional access characteristics which will be further improved with the future upgrading of nearby roadways. The proposed centre will comprise about 750,000 square feet gross leaseable area (GLA) and include three department stores as major tenants.

The delineation of the trade area for this centre has been based on a number of factors which include:

- distance and driving times;
- natural and man-made physical features that influence consumer shopping habits;

095-9

- o the type of centre planned; and

- o existing and proposed competitive retail facilities.

The South Keys trade area covers the southeast portion of the City of Ottawa as well as portions of the Townships of Gloucester, Osgoode and Russell. The trade area has been divided into five zones in order to recognize the different income characteristics and expenditure habits exhibited by the local residents. The current plans to include a third department store in the project has prompted us to extend the trade area defined in the previous (1984) study. The additional market segment is referred to as Zone E.

Through a review of recent published population data and discussions with local planning officials, population projections have been determined for future years. Most of the South Keys trade area population growth is expected in the immediate vicinity of the site. The total trade area population is projected to increase by some 9,500 between 1986 and 2001. A population of 242,700 persons is expected in the trade area during the first full year of operation (1989) for the proposed development.

The per capita income level for the trade area as a whole is higher than that for both Ontario and the Regional Municipality of Ottawa-Carleton (RMOC). Income differences between the various component zones of the trade area have been recognized in this analysis. A detailed analysis of department store type merchandise expenditure potential (DSTM) has been undertaken in this report because the store categories which make up this retail group will comprise the bulk of the tenants in the proposed development. Between 1986 and 1991, the total DSTM volume potential will increase from $556.4 million to $615.9 million representing a real growth of 10.7%. By the end of the study period in 2001, the increase in DSTM potential will amount to $152.8 million, a 27.5% increase. The forecasted DSTM expenditures calculated in this report have been divided between department stores and the five specialty store categories which comprise DSTM. A similar expenditure analysis has also been conducted for the food group, restaurant-fast food facilities and liquor/beer/wine stores.

We have updated our inventory of the existing department store space in the entire Ottawa region and all retail space inside the South Keys trade area. The two most significant shopping centres operating in the trade area are Billings Bridge Plaza, a sub regional centre anchored by a small Ogilvy's department store, and St. Laurent Shopping Centre, a regional shopping centre on St-Laurent Boulevard anchored by Sears and The Bay. With the exception of The Bay home furnishings store in the Beacon Hill area, the stores in these two centres represent the only traditional department store competition in the trade area.

Eight junior or discount department stores operated by five chains are also included in the trade area. It should be noted that no new department stores are being proposed in the trade area with the exception of those at the South Keys project. In total, 14 clusters of competitive retail space have been identified comprising a total of almost 4.5 million square feet.

The future level of retail market support which could be captured by the South Keys Centre has been identified. We have also considered the market demand for financial institutions and a multiple screen theatre complex. A Regional Shopping Centre of between 720,000 and 775,000 square feet GLA would be warranted by 1989 on the basis of the analysis contained in this report. The store mix is discussed in the following paragraphs.

Recommendations

The tenant mix for the proposed development is indicated in the Recommended Space Distribution schedule on the following page. Three principal categories have been identified: DSTM, Food/Liquor and Services. The recommended space reflects the results of the analysis, a recognition of desirable and effective store mixes, a realistic balance between the different store types and, to some degree, financial considerations. A listing of the various store types included in the different retail categories is contained in the appendix section.

SOUTH KEYS SHOPPING CENTRE
RECOMMENDED SPACE DISTRIBUTION
FOR SELECTED RETAIL AND SERVICE CATEGORIES

Retail Categories	**Gross Leasable Area (square feet)**
Department Stores	360,000
Apparel/Accessories	110,000 - 130,000
Household Furnishings	25,000 - 30,000
Other Specialty DSTM	80,000 - 90,000
General Merchandise	10,000 - 11,000
Drug Store/Cosmetics	9,000 - 10,000
Total DSTM	**594,000 - 631,000**
Supermarket	40,000 - 45,000
Other Specialty Food	13,000 - 14,000
Liquor/Beer/Wine	7,000 - 9,000
Total Food and Liquor	**60,000 - 68,000**
Eating and Drinking	25,000 - 30,000
Personal Services	3,000 - 4,000
Financial Services	6,000 - 7,000
Theatre Complex	18,000 - 20,000
Medical and Dental	14,000 - 15,000
Total Services	**66,000 - 76,000**
Total Space	**720,000 - 775,000**

SOURCE: Larry Smith & Associates Ltd.

The proposed centre will include three department stores as major tenants, comprising about one half of the total shopping centre space. In addition to the department stores, some 234,000-271,000 square feet GLA of other DSTM space should be included in the development as well.

The apparel/accessories tenants which collectively will form the most important non-department store DSTM component should comprise between 110,000 and 130,000 square feet. A wide selection of high quality fashion merchandisers should be chosen, which together with the department stores will establish the South Keys Shopping Centre as a major apparel/accessories centre in the Ottawa Region.

In the household furnishings category, some 25,000 to 30,000 square feet is recommended. Suitable tenants would include audio-video, record, lighting, and small furniture stores.

The "other specialty DSTM" category should include between 80,000 and 90,000 square feet. Tenants in this category will contribute strongly to the success of the overall centre and should comprise a wide variety of stores. Included in this group should be tenants, such as jewellery, gift shops, florists, toy stores, book and stationary stores and other stores detailed in the appendix.

A general merchandise store of approximately 10,000 square feet may also be incorporated into the South Keys Shopping Centre. Such a store should emphasize low priced goods to round out the overall merchandise assortment. The drug/cosmetics category containing some 9,000 to 10,000 square feet should also be incorporated into the centre. This space should be shared between a full line drug store and a cosmetics outlet.

We have also proposed a supermarket to comprise some 40,000 to 45,000 square feet of gross leasable area. It is critical that the store be a modern supermarket providing a competitive range of food and other merchandise. This is especially true in light of the strength of the existing and proposed competitive facilities.

633

095-13

SOUTH KEYS SHOPPING CENTRE
SALES PERFORMANCE INDICATORS
IN CONSTANT AND CURRENT DOLLARS

Store Category	Year	Sales Per Square Foot(1 Constant 1986 Dollars	Current Dollars at 4%/Year Inflation	Current Dollars at 6%/Year Inflation	Current Dollars at 8%/Year Inflation
Department Stores	1989	$206	$232	$245	$260
	1991	$221	$269	$296	$325
	1996	$229	$339	$410	$494
	2001	$233	$420	$558	$739
Apparel/Accessories	1989	$292	$328	$348	$368
	1991	$303	$369	$405	$445
	1996	$327	$484	$586	$706
	2001	$333	$600	$798	$1,056
Home Furnishings	1989	$279	$314	$332	$351
	1991	$289	$352	$387	$425
	1996	$307	$454	$550	$663
	2001	$318	$573	$762	$1,009
Other Specialty DSTM	1989	$289	$325	$344	$364
	1991	$301	$366	$403	$442
	1996	$325	$401	$582	$702
	2001	$329	$593	$788	$1,044
Drug Store	1989	$305	$343	$363	$384
	1991	$316	$384	$423	$464
	1996	$326	$483	$584	$704
	2001	$326	$587	$781	$1,034
General Merchandise	1989	$240	$270	$206	$302
	1991	$240	$292	$321	$353
	1996	$260	$385	$466	$561
	2001	$280	$504	$671	$888
Supermarket	1989	$383	$431	$456	$482
	1991	$400	$487	$535	$588
	1996	$405	$599	$725	$874
	2001	$415	$747	$995	$1,316
Other Specialty Food	1989	$293	$330	$349	$369
	1991	$300	$365	$401	$441
	1996	$300	$444	$537	$648
	2001	$307	$553	$736	$974
Liquor/Beer/Wine	1989	$586	$659	$698	$730
	1991	$614	$747	$822	$902
	1996	$614	$909	$1,100	$1,326
	2001	$629	$1,133	$1,507	$1,995
Eating and Drinking	1989	$300	$337	$357	$378
	1991	$315	$383	$422	$463
	1996	$337	$499	$604	$720
	2001	$344	$620	$824	$1,091

SOURCE: Larry Smith & Associates Ltd.

1) Inflation estimates compounded annually.

In the specialty food category, we have recommended some 13,000 to 14,000 square feet. In selecting the stores to be included in this category, attention should be focused on the merchandising strengths of the supermarket to avoid duplication. A desirable arrangement for the specialty food tenants would be in the form of a specialty market area located in the vicinity of the supermarket. A liquor and/or beer store together with a domestic wine store should also be included in this area to support the specialty food tenants.

The service category should comprise between 66,000 and 76,000 square feet. Between 25,000 and 30,000 square feet of this space should be devoted to several full-service restaurants and a number of fast food outlets. Part of the eating and drinking space could be developed in conjunction with the specialty food market and a multiple screen movie theatre complex to establish a food-entertainment focal point within the shopping centre. The theatre should comprise between 18,000 and 20,000 square feet. In addition, space devoted to banks and other financial institutions would total some 6,000 to 7,000 square feet.

Personal services include barbers, beauty shops, and shoe repair tenants, while the medical/dental space might be occupied by a combination of doctors offices, a dental clinic, optometrists and other health related services. A relatively new concept for shopping centres is a "Medical Court" which would include the majority of medical/dental tenants. This should be located so as to allow convenient accessibility while not interfering with the arrangement of retail stores in the shopping centre.

The projected sales performance on a square foot basis for the 10 retail and service groups have been indicated on the facing table. In each case we have shown the sales per square foot for selected forecast years. The operating levels for the various store categories have been indicated in both 1986 constant dollar values and in current values based on three different inflation scenarios ranging between 4.0% - 8.0% per year.

The merchandising of the proposed shopping centre itself, i.e. the determination of the most suitable location for each of the tenants in this project, is a significant factor affecting the proper balance of the centre. This task should be given very careful consideration as detailed planning proceeds.

The recommended distribution of retail and service space is based on local planning and market parameters as discussed in this study. The space allotted to specific categories is intended primarily as a general guide for development purposes and should not be considered inflexible or final. The retail/service space in the various categories analyzed allows for some modifications which may be required during the planning, development and leasing phases due to several factors including the space requirements of individual tenants, financial considerations and architectural planning goals.